

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	600
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Rehabilitate Historic Trace Corridor Trail		
Project No: 014873	Unit/Facility Name: Allegheny Portage Railroad National Historic Site	
Region: Northeast	Congressional District: 12	State: Pennsylvania

Project Justification

Project Description: The project is needed to provide access and interpretation of the old Allegheny Portage Railroad trace which is currently undeveloped and minimally interpreted. The funding requested for this project will provide approximately 34,000 linear feet of six-foot-wide, stabilized surface for the main interpretive trail and 1,200 linear feet of three-foot-wide trail, including drainage, one bridge, controlled access and related trail structures. The project will also provide access roads, gravel surface parking and trail staging at three locations including Foot of Ten, south side of US Route 22 at Skew Arch Bridge, and south side of old US Route 222 at Muleshoe Curve. Comfort stations with composting toilets will be built at two locations. Funding is being sought from other sources to add a hiker-biker trail on the New Portage Railroad and a pedestrian overpass at the Skew Arch Bridge. Addition of the hiker/biker trail segment will contribute to the creation of the Pittsburgh-to-Harrisburg Mainline Canal Trail (a designated Millenium Legacy Trail) -- a multi-jurisdictional trail that includes the Staple Bend Tunnel and the historic trace trail. The pedestrian overpass will be added to improve pedestrian safety at the Skew Arch Bridge. Appropriated funds would be applied to these additions if savings can be achieved in rehabilitation of the historic trace trail.

Project Need/Benefit: The park preserves the structures, inclines, landscapes of the Allegheny Portage Railroad, the railroad which lifted the canal boats over the summit of the Alleghenies (1,400 ft.) The structures preserved include 7 levels and 7 inclines, 14 culverts, one historic bridge, one occupied historic structure and numerous archeological ruins. The park is linear in nature and manages approximately 6.4 linear miles and 970 acres of parkland, and is a National Historic Landmark. Annual visitation is about 122,000 thousand visitors per year. Highest visitation is during the summer months. The interpretive division offers eight different programs during the summer that attracts over 10,000 visitors. The visitor center receives around 30,000-35,000 visitor per year. The picnic area receives about 30,000 visitors per year and access is allowed twenty-four hours per day. Visitors currently view the trace as part of ranger guided tours. The trace itself is poorly marked and in some places dangerous to visitor use without ranger escort. Interpretation of the climb from the base of the mountain to the summit is part of the park's General Management Plan. Completion of this 6.4-mile project will link key park resources with a hiking/biking trail down the east slope of the Allegheny Mountains. Development of this trail will make park resources available to visitors and provide expanded interpretive experience on the Portage Railroad. The trail will provide the park the opportunity to protect and interpret the resources on the east slope, including inclines, planes and remains of railroad structures. Completion of the project will allow the park to interpret the technology and the drama of traversing the Allegheny Ridge.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
0 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
100 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x Total Project Score: 600

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$	0	Appropriated to Date:	\$	0
Capital Improvement Work:	\$	861,000	Requested in FY 2005 Budget:	\$	861,000
Total Project Estimate:	\$	861,000	Planned Funding:	\$	0
Class of Estimate:	B		Future Funding to		
Estimate Good Until:	09/30/05		Complete Project:	\$	0
			Project Total:	\$	861,000
Dates:	Sch'd (qtr/yy)		Project Data Sheet		Unchanged Since
Construction Start/Award	1 / 2005		Prepared/Last Updated: 12/5/03		Departmental
Project Complete:	1 / 2006				Approval:
					YES: NO: x

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	820
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Restore Raspberry Island Light Station		
Project No: 019687	Unit/Facility Name: Apostle Islands National Lakeshore	
Region: Midwest	Congressional District: 07	State: WI

Project Justification

Project Description: This package provides for restoration at the Raspberry Island Light Station, including the keeper's quarters and the assistant keeper's quarters, to an adaptive furnished exhibit and seasonal employee housing, respectively. The restoration work includes replacing historic stamped sheet metal shingles and associated wood trim; replacing historic clapboard siding and miscellaneous wood surfaces; reconstructing porches, flooring, steps, handrails and balustrades, window sills, sashes, and through-wall flashing; repairing the tower's sheet metal deck, handrail, glass, and roofing. The interiors of both sides of the lighthouse will be renovated for adaptive use, with the north half serving as seasonal employee quarters, and the south half adapted for interpretive uses. A water system for fire suppression and domestic use, a wastewater treatment system, and an electric power generation system will be developed under this project to meet the needs of the restored station. The light station's location on the bluff of Lake Superior's Raspberry Island increases the logistical difficulties and costs of the project, so some existing utilities may continue to be used if necessary to keep the project within budget. Major health and safety improvements are accomplished in handrail, electrical, fire system, flooring, and balustrade improvements to meet current codes.

Project Need/Benefit: This light station is one of the six light stations listed on the National Register of Historic Places that are managed by Apostle Islands National Lakeshore. Due to the light station's relatively close proximity to the mainland, it serves as one of the most readily accessible cultural resources managed by the park. However, moisture intrusion and the natural elements entering through the deteriorating building components into the interior historic fabric continue to thwart stop-gap measures for preserving the resource. Roofing and windows continue to leak, threatening the building interior. Plaster is spalling, interior and exterior painting is failing, windows and doors are succumbing to the continued pressure of the elements. Interpretation of the site is attempted in the backdrop of the extant deteriorating facilities. Refurnishing cannot be implemented in accordance with the Historic Structures Report, as required by the General Management Plan, without securing the structure from the elements. The lighthouse is not handicap accessible. Without restoration of the light station, significant progress in efforts to preserve the resource and present it to the public, as mandated, will be hindered. Resource degradation will continue to occur, the seasonal employee housing at the site will remain sub-standard, and the visiting public will continue in their limited and incomplete experience. During the four-month visitation period, nearly 6,000-10,000 visitors experience the site, mostly through the concessions operated cruise service. The local concessioner's cruise service plans to double its frequency to the site in the future.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred	0 % Critical Mission Deferred Maintenance
70 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
10 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
20 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: ☒ **Total Project Score:** 820

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$	114,000	10	Appropriated to Date:	\$ 0
Capital Improvement Work:	\$	1,022,000	90	Requested in FY 2005 Budget:	\$ 1,136,000
Total Project Estimate:	\$	1,136,000	100	Funding to Complete Project:	\$ 0
Class of Estimate:	B			Project Total:	\$ 1,136,000
Estimate Good Until:	09/30/05				
Dates:	Sch'd (qtr/yy)			Project Data Sheet	Unchanged Since
Construction Start/Award	1 / 2005			Prepared/Last Updated: 12/5/03	Departmental
Project Complete:	1 / 2006				Approval:
					YES: NO: <input checked="" type="checkbox"/>

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	1000
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Replace Chisos Basin Water Supply			
Project No: 014820		Unit/Facility Name: Big Bend National Park	
Region: Intermountain	Congressional District: 23	State: TX	

Project Justification

Project Description: This project will provide an adequate, safe, and reliable water supply to the Chisos Basin developed area that meets state and national standards for drinking water and fire suppression needs. The project will reconfigure and automate the existing spring-fed water supply system at Oak Springs and Chisos Basin to utilize the full capacity of the storage tanks and provide either a new full-treatment, "bag-and-cartridge" system or a membrane filtration system to improve water quality. The final choice of treatment system is dependent upon final approval by the state regulatory authority, the Texas Natural Resource Conservation Commission (TNRCC). Other project work will include: reconfiguration of piping and valves at the water storage tanks, removal of lead paint from the tank interiors, repainting of the tank interiors and exteriors, and installation of various security features.

Project Need/Benefit: The Chisos Basin water system serves the most developed area of Big Bend National Park. Area facilities include a visitor center, campground, employee and concession housing, grocery store, concession motel units, and the only restaurant in the park. It is critical to maintain this water system in order to provide adequate service to the public. The present water supply from Oak Springs varies in volume throughout the year. During past low-flow periods, the volume produced has fallen below the actual water need for the Chisos Basin and has been mitigated by storing water. A "Notice of Violation" from TNRCC was issued each year in 1999, 2000, and 2001 indicating flows from the spring-fed water supply for the Chisos Basin were not adequate to meet established standards. TNRCC issued an "Outstanding Alleged Violation" in 2000 and 2001 because the Basin water had excessive amounts of fluoride. TNRCC also indicated the spring-fed water supply is under the influence of surface water requiring full tertiary water treatment for this system. The original concept for this project included drilling three new wells in the area of Oak Springs but results of a groundwater indicated that drilling wells in this area would not provide a significant "new" source of water. Recent improved maintenance of the spring box at Oak Springs by park staff has provided a more reliable water source and reduced TNRCC concerns about surface water influence. This project is being designed in consultation with TNRCC to address low water flows by improving the operating system and utilizing the full capacity of the storage tanks, and to address water quality concerns by upgrading the water treatment system. Current storage capacity is now considered more than sufficient for fire suppression purposes due to the system improvements, fire sprinkler systems being installed in park-owned buildings at Chisos Basin, and the use of water conservation measures to maintain capacity.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

100 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
0 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 1000

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$ 2,000,000	100	Appropriated to Date:	\$	0
Capital Improvement Work:	\$ 0	0	Requested in FY 2005 Budget:	\$	2,000,000
Total Project Estimate:	\$ 2,000,000	100	Planned Funding:	\$	0
Class of Estimate: B			Future Funding to		
Estimate Good Until: 09/30/05			Complete Project:	\$	0
			Project Total:	\$	2,000,000
Dates: Sch'd (qtr/yy)			Unchanged Since		
Construction Start/Award	3 / 2005		Project Data Sheet		Departmental
Project Complete:	1 / 2006		Prepared/Last Updated: 12/5/03		Approval:
			YES: NO: x		

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	530
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Rehabilitate Off-Road Vehicle Trails		
Project No: 059677	Unit/Facility Name: Big Cypress National Preserve	
Region: Southeast	Congressional District: 14	State: FL

Project Justification

Project Description: Funds are requested for FY2005 to complete this project which will provide a designated, stable and sustainable trail system and fifteen designated access points for off-road vehicle (ORV) use within Big Cypress National Preserve. It will include 400 miles of designated, stabilized trails for ORV use. It will require restoration of approximately 22,000 miles of undesignated trails. It will also require the establishment of fifteen designated access points to enter the trail system. These access points will range in size from an area that will accommodate from ten up to 40 truck/trailer combinations. Trail hardening will range from a limited application of limestone rock over existing limestone cap rock to applications of geotextile fabric with a limestone rock cover through areas where existing soil is over one foot in depth. Trails will range from ten to twelve feet wide and all trail beds will NOT extend above existing grade in order to maintain natural hydrological flow. Because of the sensitive circumstances surrounding the establishment of a designated trail system, the park is leasing specialized equipment and hiring temporary staff to assist the maintenance roads and trail crew in this restoration effort. This will ensure no further deterioration of the resource during this trail designation and restoration project.

Project Need/Benefit: Off-Road Vehicle use in the preserve is resulting in significant resource damage. The damage consists of disturbed hydrological (sheet water) flow and potential loss of critical habitat for 70 plants and 34 animals recognized as threatened or endangered species. The uncontrolled use of ORVs has resulted in scarring of the natural areas of the preserve and creates potential danger for wildlife throughout. Litigation has accelerated the need for the establishment of a designated trail system in the preserve. This project will focus use in specific units and on designated trails and direct use away from those areas that are most sensitive.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred Maintenance	50 % Critical Mission Deferred Maintenance
20 % Critical Health or Safety Capital Improvement	30 % Compliance & Other Deferred Maintenance
0 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO:	Total Project Score: 530
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Project Costs and Status

Project Cost Estimate:			Project Funding History:		
	\$'s	%		\$	
Deferred Maintenance Work :	\$ 4,440,800	80	Appropriated to Date:	\$ 4,982,000	
Capital Improvement Work:	\$ 1,110,200	20	Requested in FY 2005 Budget:	\$ 569,000	
Total Project Estimate:	\$ 5,551,000	100	Planned Funding:	\$ 0	
Class of Estimate: B			Future Funding to		
Estimate Good Until: 09/30/05			Complete Project:	\$ 0	
			Project Total:	\$ 5,551,000	
Dates: Sch'd			Unchanged Since		
(qtr/yy)			Departmental		
Construction Start/Award 1 / 2005			Approval:		
Project Complete: 4 / 2005			YES: NO: x		

National Park Service
PROJECT DATA SHEET

Project Score/Ranking:	400
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Construct Floating Docks to Provide Safe Access to Little Brewster Island		
Project No: 016328	Unit/Facility Name: Boston Harbor Islands National Recreation Area	
Region: Northeast	Congressional District: 07,08,09,10	State: Massachusetts

Project Justification

Project Description: This project will allow safe access to Little Brewster Island (site of Boston Light, oldest lighthouse site in America) for visitor on loading and off loading. The current facility is comprised of a fixed granite block wharf with a fendering system and ladder leading to the water. Due to a tide range of approximately 10.0 feet, visitors accessing the island by boat must climb up the steel ladder approximately 15-20 feet to gain access to a wharf and the island. This severely limits the number of visitors that can safely access the island, the time of day that access can be gained (due to the tidal fluctuations) and the ability to allow access by handicapped persons. This project will eliminate these hardships by constructing a fixed pile support system adjacent to the wharf and installing a floating pier, a lifting platform, and winches for vessels to moor and off-load passengers. A ramped personnel gangway, a power-assisted handicapped gangway, and raised platform will be installed from the floating dock system to the wharf for visitors to transit from the floating docks to the top of the wharf. A raised platform will be installed on the existing South Pier to keep the top of the gangway out of the water.

Project Need/Benefit: Little Brewster Island is home to Boston Light, site of the first lighthouse constructed in America (1716). The island lies at the entrance to Boston Harbor and is only accessible by boat. The approximate 1.0 acre island contains the existing lighthouse, constructed in 1783 (the former light was burned down by the British as they evacuated Boston during the Revolutionary War), keepers quarters constructed in 1884, oil house, cistern building and boathouse. Boston Light is a National Historic Landmark, and Little Brewster Island is listed on the on the National Register of Historic Places. With the creation of the Boston Harbor Islands National Recreation Area, Little Brewster Island and the facilities on the island will be available for public visitation and cultural interpretation. The site offers a wealth of historic significance in several areas including development of lighthouse technology, early colonial transportation and the development of Boston as a major seaport. Existing access to the island is unacceptable for safe transit and off loading/on loading of visitors. Improvements to allow more visitors to the island will create a much-improved Park and allow more in-depth enjoyment of the history associated with the harbor islands.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
30 % Critical Health or Safety Capital Improvement	30 % Compliance & Other Deferred Maintenance
0 % Critical Resource Protection Deferred Maintenance	40 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x	Total Project Score: 400
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Project Costs and Status

<u>Project Cost Estimate:</u>		\$'s	%	<u>Project Funding History:</u>	
Deferred Maintenance Work :		\$ 240,000	30	Appropriated to Date: \$ 0	
Capital Improvement Work:		\$ 560,000	70	Requested in FY 2005 Budget: \$ 800,000	
Total Project Estimate:		\$ 800,000	100	Required to Complete Project: \$ 0	
Class of Estimate: B				Project Total: \$ 800,000	
Estimate Good Until: 09/30/05					
Dates: Sch'd (qtr/yy)					
Construction Start/Award 1 / 2005				Project Data Sheet	
Project Complete: 4 / 2005				Prepared/Last Updated: 12/5/03	
				Unchanged Since Departmental Approval: YES: NO: x	

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	725
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Rehabilitate Building 125			
Project No: 016321		Unit/Facility Name: Boston National Historical Park	
Region: Northeast	Congressional District: 08	State: MA	

Project Justification

Project Description: Building 125 is a 2-story brick structure constructed in 1906 with flanking 1-story wings that total 11,000 square feet. The purpose of this project is to perform structural upgrades and improve compliance with life-health-safety codes, replace the HVAC system, improve building accessibility, and preserve select areas of the building's envelope.

Project work will complete:

- Select structural repairs to meet current building codes for floor load capacity;
- Provision of fire egress from the 2nd floor to comply with life-safety codes;
- Replacement of the existing HVAC system including related plumbing and electrical service;
- Installation of a new elevator and modification of doors to comply with ADA requirements;
- Exterior building preservation through repointing, window repairs and repainting.

Upon completion of this project, the Facility Condition Index for Building 125 will improve from 0.20 to 0.01.

Project Need/Benefit: Built in 1906, Building 125 has not had major rehabilitation work since it was completed. Work must be done to the building to upgrade structural elements and make the building safe and accessible to visitors and staff, to upgrade antiquated utility systems, and to preserve its historic fabric. Today, the building houses the park's major exhibit on the history of the Navy Yard -- "Serving the Fleet," workshop facilities, and office space for partner groups. The exhibit will be relocated to a new visitor contact facility as part of the rehabilitation of Building 5 (BOST 016285) and a future project will complete the conversion of all of Building 125 to a central park office facility.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

30 % Critical Health or Safety Deferred Maintenance	5 % Critical Mission Deferred Maintenance
5 % Critical Health or Safety Capital Improvement	15 % Compliance & Other Deferred Maintenance
45 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 725

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$ 1,127,650	95	Appropriated to Date:	\$	0
Capital Improvement Work:	\$ 59,350	5	Requested in FY 2005 Budget:	\$	1,187,000
Total Project Estimate:	\$ 1,187,000	100	Planned Funding:	\$	0
Class of Estimate:	B		Future Funding to		
Estimate Good Until:	09/30/05		Complete Project:	\$	0
			Project Total:	\$	1,187,000
Dates:	Sch'd (qtr/yy)		Unchanged Since		
Construction Start/Award	1 / 2005		Project Data Sheet	Departmental	
Project Complete:	1 / 2006		Prepared/Last Updated: 12/5/03	Approval:	
				YES: NO: x	

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	690
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Rehabilitate Commandant's House			
Project No: 016309		Unit/Facility Name: Boston National Historical Park	
Region: Northeast	Congressional District: 08		State: Massachusetts

Project Justification

Project Description: This package will rehabilitate the Commandant's House, the oldest structure in the Charlestown Navy Yard, including: replacement of the electrical system; replacement of plumbing for the heating system; accessibility to the main floor and rest rooms at basement level; rehabilitation of the main floor interior including refinishing of floors, replastering and painting of walls and trim; and installation of assisted natural ventilation and fire alarm/suppression systems. The house is used by the park for functions including receptions, meetings, special events and temporary exhibits. The general public visits the house on ranger-led tours. The basement houses offices, including the Freedom Trail Foundation, one of the park's major partners. The current condition of the structure limits the ability of the park to use the house for its intended function, as identified in the GMP and the recently completed Freedom Trail Study. Critical health and safety components include electrical system replacement, fire alarm systems, accessibility, and replacement plumbing to meet current codes.

Project Need/Benefit: In the past year, the park hosted over 500 events that were attended by approximately 68,000 people. The Charlestown Navy Yard has an annual visitation of 1.5 million. The electrical system in the house was last upgraded in the 1935. The park has turned down requests for temporary exhibits and major functions in the house because the electrical system is a fire hazard under these heavier loads. The plumbing in the house, dating back to the 1930s has failed on at least three occasions causing loss of historic fabric and damage to property belonging to park cooperators housed in the building. The house could be a major park income source and could be used as a fund-raising venue for park partners with the upgrade of the interior finishes, and the addition of accessible facilities and air-conditioning. The upgraded interior will greatly enhance interpretation of the house.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

35 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
15 % Critical Health or Safety Capital Improvement	35 % Compliance & Other Deferred Maintenance
10 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
5 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 690

Project Costs and Status

Project Cost Estimate:		Project Funding History:	
	\$'s %	Appropriated to Date:	\$ 0
Deferred Maintenance Work :	\$ 619,000 80	Requested in FY 2005 Budget:	\$ 774,000
Capital Improvement Work:	\$ 155,000 20	Planned Funding:	\$ 0
Total Project Estimate:	\$ 774,000 100	Future Funding to	
Class of Estimate:	B	Complete Project:	\$ 0
Estimate Good Until:	09/30/05	Project Total:	\$ 774,000
Dates:	Sch'd (qtr/yy)	Unchanged Since	
Construction Start/Award	1 / 2005	Departmental	
Project Complete:	4 / 2005	Approval:	
		YES: NO: x	

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	542
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Rehabilitate Building 5			
Project No: 016285		Unit/Facility Name: Boston National Historical Park	
Region: Northeast	Congressional District: 08	State: MA	

Project Justification

Project Description: Completed in 1816 as a three story brick supply building in the Charlestown Navy Yard, Building 5 shares a common wall with Building 4 and functions as one structure with a total of 39,000 square feet of usable space. The buildings will receive exterior preservation treatment and the first floor space will be rehabilitated for a visitor center at the Charlestown Navy Yard. Exterior work required includes exterior masonry repointing, painting, and repair/replacement of selected wood windows. The rehabilitation of the interior will make the first floor accessible; upgrade the HVAC electrical, plumbing and fire alarm systems; and create a new visitor center with typical NPS services including restrooms, visitor contact and sales, interpretive media, and multi-purpose AV room. Upon the completion of this project, the Facility Condition index for Building 5 will improve from 0.15 to 0.01.

Project Need/Benefit: The existing Charlestown Navy Yard Visitor Center is in a leased space under a "tenancy-at-will" agreement with the U.S. Navy. The lease will be terminated within the next three years leaving the park with no visitor center for the 1.5 visitors to the navy yard. This project will move the existing Visitor Center from leased space to Building 5, one of the oldest and most prominent structures in the Charlestown Navy Yard, located directly in front of the USS Constitution. The park hosts over 500 special events, meetings and functions, serving more than 68,000 people. Consistent with the park's GMP, Building 5 is the ideal location for the visitor center given the prominent location of the building and the proximity to the USS Constitution. This project will consolidate three visitor facilities into one, providing substantial operating efficiency for the park. Crewmembers assigned to the USS Constitution are housed on the third floor of Building 5. The enabling legislation for Boston NHP requires that NPS support the needs of the US Navy in their operation of the USS Constitution. This building is the only navy yard structure that meets this need given the space requirements and its immediate proximity to the historic ship. This project will upgrade an historic structure from fair to good condition.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

20 % Critical Health or Safety Deferred	0 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	5 % Compliance & Other Deferred Maintenance
42 % Critical Resource Protection Deferred Maintenance	33 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 542

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
	\$'s	%		\$	
Deferred Maintenance Work :	\$ 1,985,000	67	Appropriated to Date:	\$	0
Capital Improvement Work:	\$ 978,000	33	Requested in FY 2005 Budget:	\$	2,963,000
Total Project Estimate:	\$ 2,963,000	100	Planned Funding:	\$	0
Class of Estimate:	B		Future Funding to		
Estimate Good Until:	09/30/05		Complete Project:	\$	0
			Project Total:	\$	2,963,000
Dates:	Sch'd (qtr/yy)		Unchanged Since		
Construction Start/Award	1 / 2005		Departmental		
Project Complete:	4 / 2005		Approval:		
			YES: NO: x		
			Project Data Sheet		
			Prepared/Last Updated: 12/5/03		

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	700
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Stabilize and Preserve Magnolia Plantation Structures		
Project No: 060184	Unit/Facility Name: Cane River Creole National Historical Park	
Region: Southeast	Congressional District: 04	State: Louisiana

Project Justification

Project Description: This project will stabilize, preserve, and rehabilitate five historic structures for visitor access at the Magnolia Plantation unit of Cane River Creole National Historical Park. The five historic structures are the Overseer's House/Slave Hospital, the Blacksmith Shop, the Pigeonnier, Carriage Shed, and the Gin Barn/Screw Press. Basic stabilization and preservation treatments for these structures will include correcting structural deficiencies, repairing and restoring missing or detached architectural elements, repairing weather damage, arresting rodent and insect infestation and repairing resulting damage, and painting or whitewashing. Rehabilitation treatments for the structures will provide electricity, lightning protection, new foundations, and ADA-compliant access. A sixth structure, a modern tractor shed, will be recorded, dismantled and removed.

Project Need/Benefit: Cane River Creole National Historical Park is a recent addition to the National Park System. The park includes two nationally significant plantations, significant in part because of the large number of remaining outbuildings, which is highly unusual. Enslaved people built most of these vernacular Creole structures prior to the Civil War. Nearly all have undergone physical adaptations to accommodate changes in use over time, but most are within the period of significance. In accordance with the approved General Management Plan/Environmental Impact Statement, the treatments in this project will preserve prior to the Civil War Creole structures, the primary park resources, and will also make the structures accessible thus enhancing the visitor experience as part of the interpretive and educational programs at the park.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

25 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
10 % Critical Health or Safety Capital Improvement	20 % Compliance & Other Deferred Maintenance
30 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
15 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 700

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$	801,000	75	Appropriated to Date:	\$ 0
Capital Improvement Work:	\$	267,000	25	Requested in FY 2005 Budget:	\$ 1,068,000
Total Project Estimate:	\$	1,068,000	100	Planned Funding:	\$ 0
Class of Estimate: B			Future Funding to		
Estimate Good Until: 09/30/05			Complete Project:		
			\$ 0		
			Project Total:		
			\$ 1,068,000		
Dates: Sch'd (qtr/yy)			Unchanged Since		
Construction Start/Award 1 / 2005			Project Data Sheet		
Project Complete: 4 / 2005			Prepared/Last Updated: 12/5/03		
			Approval:		
			YES: NO: x		

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	620
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Reduce Resource Damage by Providing River Recreation Access		
Project No: 016290	Unit/Facility Name: Chattahoochee River National Recreation Area	
Region: Southeast	Congressional District: 06	State: Georgia

Project Justification

Project Description: This project will construct new or repair existing boat launch ramps and step downs to provide or improve river access at ten sites along the Chattahoochee River: Whitewater Creek, Sandy Point, Paces Mill, Cochran Shoals, Johnson Ferry North, Jones Bridge, Abbotts Bridge, McGinnis Ferry, Settles Bridge, and Bowmans Island. Cast-concrete boat launch ramps will provide access along the river where the use of motor boats is permitted; sandstone step downs will accommodate canoes and rafts. Nine of the ten sites will be constructed to provide ADA-compliant access. Other components of the project at these sites will include construction of cast-concrete retaining walls, earth and synthetic-lumber trails, crushed-concrete access roads and parking areas, and signs; construction of drainage structures and placing of riprap to control or prevent erosion; and landscaping or revegetation to restore areas previously damaged or disturbed by construction activity.

Project Need/Benefit: The recreational resources available for the eight-county metropolitan area of Atlanta are estimated to total 28,000 acres of recreation open space, which includes the 6800 acres of the Chattahoochee River NRA. Population for this 8 county area is more than 3.5 million. Using National Recreation and Park Association standards of 30 acres of parkland per 1000 people, it is estimated there is a deficit of approx. 20.5 acres per 1000 people using a projected population of 2,846 million people. These figures illustrate the need for additional recreational open space. It also shows the need for the NRA to design and construct access to the river at designated park units. By doing this we will ensure increasing visitor use in this NPS area is managed by constructing river access for boats, canoe and rafts users. Educating these users to resource damage that occurs when accessing the river from its banks is also a benefit. Without these ramps, erosion will continue to deteriorate the riverbank and much of the natural plants that help to hold the soils will be destroyed.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
40 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
0 % Critical Resource Protection Deferred Maintenance	20 % Other Capital Improvement
40 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 620

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$	0	Appropriated to Date:	\$	0
Capital Improvement Work:	\$	2,125,000	Requested in FY 2005 Budget:	\$	2,125,000
Total Project Estimate:	\$	2,125,000	Planned Funding:	\$	0
Class of Estimate:	B		Future Funding to		
Estimate Good Until:	09/30/05		Complete Project:	\$	0
			Project Total:	\$	2,125,000
Dates:	Sch'd (qtr/yy)		Unchanged Since		
Construction Start/Award	1 / 2005		Project Data Sheet	Departmental	
Project Complete:	4 / 2005		Prepared/Last Updated: 12/5/03	Approval:	
				YES: NO: x	

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	600
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Repair/Rehab Great Falls Visitor Center And Facilities		
Project No: 014930	Unit Name: Chesapeake and Ohio Canal National Historical Park	
Region: National Capital	Congressional District: 06	State: Maryland

Project Justification

Project Description: Rehabilitate facilities to ensure structure meets ADA requirements for employees and visitors. Upgrade HVAC system to address severe moisture problems that are leading to major destruction of significant cultural resources. Upgrade electrical system to eliminate identified electrical system hazards and electrical code violations. Complete essential preservation maintenance on structure to correct damage caused by excessive moisture problems and eliminates safety and health violations and concerns. Flood proof first floor visitor use areas with sustainable methods and relocate and upgrade visitor restroom facilities. Restore surrounding landscape to evoke historical perspective.

Project Need/Benefit: The Great Falls Tavern area is the most visited site in the park with 1.2 million visitors annually. The structure retains most of its historic fabric and character which provides an excellent opportunity to provide educational and interpretive programs on canal life and canal boat operations in a compact setting. Ninety percent of existing rehabilitation conditions in the structure is related to water/moisture problems. If the problems are not corrected, the historical resources will continue to degrade and will ultimately be lost. Water/moisture damage and the potential for health and safety matters associated with mold, exposure to lead paint peelings, and excessive moisture will escalate.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

25 % Critical Health or Safety Deferred	25 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	25 % Compliance & Other Deferred Maintenance
25 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 600

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$	1,776.000	100	Appropriated to Date:	\$ 0
Capital Improvement Work:	\$	0	0	Requested in FY 2004 Budget:	\$ 1,776.000
Total Project Estimate:	\$	1,776.000	100	Planned Funding:	\$ 0
Class of Estimate:	B			Future Funding to	
Estimate Good Until:	09/30/05			Complete Project:	\$ 0
				Project Total:	\$ 1,776.000
Dates:	Sch'd (qtr/yy)			Unchanged Since	
Construction Start/Award	1 / 2005			Departmental	
Project Complete:	4 / 2005			Approval:	
				YES: NO: x	

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	700
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Rehabilitate Historic Cafeteria Building and Relocate Rim Parking Area		
Project No: 059940	Unit/Facility Name: Crater Lake National Park	
Region: Pacific West	Congressional District: 02	State: Oregon

Project Justification

Project Description: This project will downsize and rehabilitate the Rim Village visitor facilities and relocate the rim parking area away from the edge of the caldera to accomplish the objectives of the 1998 Visitor Services Plan for Crater Lake National Park. This includes purchasing the possessory interest of the concessioner; demolishing the non-historic 1958 and 1969 building additions; retaining the 1972 building and the 1928 cafeteria and constructing a tunnel between the buildings. The exterior of both buildings will be rehabilitated and a snow vestibule will be added to the 1928 building. The interior of the 1972 building will be rehabilitated for year-round concession services and the interior of the 1928 building will be roughed in for future use as an NPS visitor contact station. The existing parking lot located on the edge of the caldera will be removed and replaced with a landscaped pedestrian area that blends with the historic Rim Village landscape; the access road will be realigned; and a smaller parking lot will be constructed behind the buildings. A temporary food service facility for visitors will be provided in Mazama Village during project construction.

Project Need/Benefit: The approved Visitors Services Plan/EIS calls for the downsizing of the Rim Village cafeteria/gift store and the relocation of the rim parking lot and access road from along the edge of the caldera to the rear of the cafeteria/gift store. The project will improve visitor safety by eliminating dangerous circulation conflicts between pedestrian and vehicle traffic. It will improve visitor satisfaction by reducing visitor and traffic congestion at overlooks in Rim Village where most of the park's visitors view Crater Lake. It would further protect Crater Lake and the inner caldera from parking lot contaminants. It would enhance the preservation of the Rim Village historic district (listed on the National Register of Historic Places) and its historic landscape. Rerouting the access road behind the cafeteria/gift store will improve visitor safety and provide better pedestrian and vehicle traffic flow in a highly congested area. The visitor experience will also be improved by establishing a quieter, more contemplative atmosphere for viewing the lake. Moving the cafeteria parking area away from the edge of the caldera to a new location behind the cafeteria would protect Crater Lake, the park's primary resource. Currently vehicles using the lot and access road contaminate runoff that flows into the caldera and snow that is blown into the caldera during snow removal operations.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

20 % Critical Health or Safety Deferred	20 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
60 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 700

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
	\$'s	%			
Deferred Maintenance Work :	\$ 8,741,000	100	Appropriated to Date:	\$	0
Capital Improvement Work:	\$ 0	0	Requested in FY 2005 Budget:	\$	8,741,000
Total Project Estimate:	\$ 8,741,000	100	Planned Funding:	\$	0
Class of Estimate:	B		Future Funding to		
Estimate Good Until:	09/30/05		Complete Project:	\$	0
			Project Total:	\$	8,741,000
Dates:					Unchanged Since
	Sch'd (qtr/yy)				Departmental
Construction Start/Award	3 / 2005		Project Data Sheet		Approval:
Project Complete:	1 / 2006		Prepared/Last Updated: 1/21/2004		YES: NO: x

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	760
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Stabilize Dungeness Ruins		
Project No: 019111	Unit/Facility Name: Cumberland Island National Seashore	
Region: Southeast	Congressional District: 01	State: GA

Project Justification

Project Description: This project will stabilize masonry walls, tabby walls and chimneys, and decorative wrought-iron metal to stop further deterioration or loss of the historic ruins. The original concept for this project had contemplated the addition of visitor access to the interior of the ruin for interpretive purposes, but that approach is no longer considered safe due to accelerating deterioration of the structure or feasible due increased costs for the stabilization work. Once design of the stabilization work is completed, any remaining funding would be used to install exhibit panels or other safe means to provide interpretive information about the site to visitors.

Project Need/Benefit: Dungeness Ruins, the remains of an 1884 mansion built by Thomas and Lucy Carnegie, is the most easily accessed site for interpretation of the Gilded Age during which the island was developed by the Carnegie family. The building was burned in the 1959 and is currently a ruin. It received extensive stabilization work during the early 1980's but weathering and rusting of steel lintels has caused sections of the walls to become unstable. Portions of the ruin are unsafe to approach for maintenance and removal of vegetation. If structural repairs are not provided, other portions of the walls can be expected to collapse in the next few years.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

20 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
80 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 760

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$	1,285,000	100	Appropriated to Date:	\$ 0
Capital Improvement Work:	\$	0	0	Requested in FY 2005 Budget:	\$ 1,285,000
Total Project Estimate:	\$	1,285,000	100	Planned Funding:	\$ 0
Class of Estimate: B			Future Funding to		
Estimate Good Until: 09/30/05			Complete Project:		
			Project Total:		
			\$ 1,285,000		
Dates: Sch'd (qtr/yy)			Unchanged Since		
Construction Start/Award 1 / 2005			Departmental		
Project Complete: 4 / 2005			Approval:		
			YES: NO: x		

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	585
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Replace Depew Recreation Site		
Project No: 029465	Unit/Facility Name: Delaware Water Gap National Recreation Area	
Region: Northeast	Congressional District: 05	State: New Jersey

Project Justification

Project Description: This package would relocate existing recreational facilities and traditional visitor use from the Depew recreation site and replace them nearby at the Copper Mine site. Improvements to the new site would include the realignment and paving of existing access roads; the excavation and grading of approximately 300 linear feet of river shoreline to create a swim beach; construction of a 100- to 125-vehicle parking lot, a picnic area with tables, a public restroom, a lifeguard station, an entrance station, and a fenced storage area; and re-vegetation of disturbed areas. This request will be supplemented by funding from the Federal Lands Highway Program (FLHP) for construction of access roads and parking.

Project Need/Benefit: Depew recreation site is one of the park's most popular areas, used by an estimated 600+ visitors per day on summer weekends. Depew has a history of recreational use dating back to at least the 1960s and a strong visitor following who have established traditions for use of the area including swimming. Depew became the de facto swim beach since there were no restrictions on swimming in the river and no designated swim beaches on the New Jersey side of the park. Visitor use has continued to increase leading to chronic overcrowding and blocked access for emergency vehicles that have become significant public safety concerns. Overcrowding has also lead to resource damage as visitors expanded into undeveloped and previously undisturbed areas, impacting formerly natural areas and threatening vegetated riverbanks, several populations of state-listed plant species, and prehistoric archeological resources. The Depew site had no potable water until very recently. There are no modern restroom facilities, only chemical portable toilets that produce many visitor complaints and contribute to litter and improper disposal of human waste in the woods and around the site. In the aftermath of two drownings at the site in 1999, planning was initiated for improvements at Depew. Initial studies raised significant concerns about river currents and habitat for a state-listed endangered species at Depew, leading to a decision to replace the facilities nearby at a more suitable swim beach location at the Copper Mine site. Relocation of the recreational facilities and use will eliminate or reduce the risks and impacts at the Depew site. The new Copper Mine facilities are being planned to address the deficiencies at Depew. Physical delineation of trails, walkways, and public use areas will avoid the expansion of social trails into undisturbed areas. The availability of modern, adequately sized toilet facilities will eliminate human waste around the site, thereby avoiding health risks to visitors and employees. The parking area will be relatively compact and constructed on fill, protecting any archeological resources underneath the site. The parking layout and circulation will be more efficient and convenient, and will accommodate more vehicle types. Consolidation of parking near the entrance will protect views from the river and will allow more space for passive recreation such as picnicking. Wayside signage will be used to educate visitors on environmentally responsible recreation.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred Maintenance	25 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
35 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
40 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 585

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
	\$'s	%		\$	
Deferred Maintenance Work :	\$ 1,380,000	50	Appropriated to Date:	\$ 462,000	
Capital Improvement Work:	\$ 1,380,000	50	Requested in FY 2005 Budget:	\$ 2,298,000	
Total Project Estimate:	\$ 2,760,000	100	Planned Funding:	\$ 0	
Class of Estimate:	B		Future Funding to		
Estimate Good Until:	09/30/05		Complete Project:	\$ 0	
			Project Total:	\$ 2,760,000	
Dates:	Sch'd (qtr/yy)		Project Data Sheet		Unchanged Since
Construction Start/Award	2 / 2005		Prepared/Last Updated: 12/5/03		Departmental
Project Complete:	2 / 2006				Approval:
					YES: NO: x

All dollar amounts in thousands

National Park Service
PROJECT DATA SHEET

Project Score/Ranking:	670
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Replace Eielson Visitor Center		
Project No: 077305	Unit/Facility Name: Denali National Park & Preserve	
Region: Alaska	Congressional District: 01	State: AK

Project Justification

Project Description: This project would replace the existing Eielson Visitor Center with a new earth-sheltered 8,850-square-foot facility. The proposed design reduces visual impact by placing the building on the existing site at a lowered terrace level, out of sight from approaching visitors and buses. The new facility would use the existing trail system and reconfigure the existing parking area to include a rehabilitated entry plaza and bus-passenger waiting area. A 3,850-square-foot upper viewing plaza would be exposed to the elements and include walking, viewing and seating areas. The visitor center would be one level below the entry plaza and be entered either by an exterior ramp or stairs. Restrooms would be adjacent to the ramp and accessible even when the visitor center is closed. The exhibit hall would be a large open space with a central information desk and a centrally-placed topographic model of the mountain and landscape. Other interpretive exhibits would include video displays, interpretive panels, roll-out discovery carts, a weather station/kiosk and tundra research space. A sales area for the Alaska Natural History Association would be located adjacent to the exhibit hall. Various support spaces for staff, building services and a caretaker's apartment would be located farther from the center of the hall. The building would incorporate angled windows to provide views and enhance energy efficiency. Public access would be provided to lower exterior decks and sheltered eating spaces. The layout would utilize rectangular geometry whenever possible to allow for economical construction at this remote site. The building, exhibits and utilities would be designed to "go cold" during the winter months. The new facility would be fully accessible and utilize alternative fuels and technologies. It will be built on the site of the existing visitor center to minimize the impact on natural resources.

Project Need/Benefit: The purpose of this project is to provide a replacement visitor center at Eielson that would correct the current deficiencies and provide more space to accommodate increased visitation. The building has significant structural problems since settlement is occurring and cracks are developing in the walls. Built in 1959, the current facility is undersized to meet current visitation at the site. Typically there are 5 - 7 buses, each carrying 44 visitors, parked at the Visitor Center throughout the day. The existing building is approximately 4,700 square feet (sf) with about 650 sf area for exhibits and orientation. The sub-arctic weather is frequently inclement and visitors seek refuge from the elements. At peak visitation, visitors are crammed into the visitor orientation area where park staff try to provide information. There is not enough floor space for exhibits, displays, or demonstrations. The replacement facility would be sized to accommodate current use and projected visitation for the next 20 years. The new facility would provide visitors with fully accessible exhibit space, viewing/sitting/eating space, retail space and restrooms. Visitors would have room to enjoy the view as they learn about Denali's unique sub-arctic environment through high-quality interpretation from park staff and interpretive exhibits and displays. The new facility would also provide improved, safe visitor access to and from the buses.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

30 % Critical Health or Safety Deferred Maintenance	40 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
30 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: **Total Project Score:** 670

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$	7,420,000	100	Appropriated to Date:	\$ 0
Capital Improvement Work:	\$	0	0	Requested in FY 2005 Budget:	\$ 7,420,000
Total Project Estimate:	\$	7,420,000	100	Planned Funding:	\$ 0
Class of Estimate:	B			Future Funding to	
Estimate Good Until:	09/30/05			Complete Project:	\$ 0
				Project Total:	\$ 7,420,000
Dates:	Sch'd (qtr/yy)			Project Data Sheet	Unchanged Since
Construction Start/Award	1 / 2005			Prepared/Last Updated: 12/5/03	Departmental
Project Complete:	4 / 2005				Approval:
					YES: NO: x

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	680
Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Modify Water Delivery System		
Project No: 060109	Unit/Facility Name: Everglades National Park	
Region: Southeast	Congressional District: 19,20	State: Florida

Project Justification

Project Description: This project involves construction of modifications to the Central and Southern Florida Project (C&SF) water management system and related operational changes to provide improved water deliveries to Everglades National Park. The project includes water control structures to restore more natural hydrologic conditions within Everglades National Park and a flood mitigation system. Planned features will be implemented by the U.S. Army Corps of Engineers (Corps) with the concurrence of the National Park Service and the non-Federal sponsor, the South Florida Water Management District (SFWMD). Consistent with the cost-sharing provisions of the Everglades National Park Protection and Expansion Act of 1989 (1989 Act), project construction will be Federally funded, and in accordance with the Corps's General Design Memorandum for Modified Water Deliveries to Everglades National Park, the Federal Government will provide 75% of operating and maintenance costs, with the South Florida Water Management District assuming responsibility for the remaining 25%. Quarterly meetings of the NPS, the Corps, the FWS, and the SFWMD provide additional project coordination. The authorized project consists of structural features with the intended purpose of restoring conveyance between water conservation areas north of Everglades National Park and the Shark River Slough within the park. The original authorization also allowed for the construction of flood mitigation features for the 8.5 Square Mile Area (a residential area adjacent to the park expansion boundary in East Everglades). Based on recent decisions and additional information, the Modified Water Deliveries Project design is being altered. The project consists of four components: Conveyance, 8.5 Square Mile Area, Tamiami Trail, and Seepage Control.

1. The conveyance portion of the project consists of: (a) water control structures in the L-67 A/C canal and levee to discharge water from Water Conservation Area 3A (WCA3A) and Water Conservation Area 3B (WCA3B); (b) water control structures in the L-29 canal to discharge water from WCA3B into Northeast Shark River Slough and; (c) removal of the existing levee and canal that runs along part of the park's original eastern boundary and cuts across the center of Shark River Slough (L-67 extension canal and levee). Structures contained in the original design document for the project included gated culverts, headwall water control structures, and weir-type spillways; discharge, intake, and bypass canals; containment, interceptor, and tie-back levees. These project features are currently being reevaluated in the context of the structural and operational features identified as part of the Central and South Florida Comprehensive Review Study (Restudy). A revised Project Management Plan was approved.

2. The current authorized flood mitigation components for the 8.5 Square Mile Area include the construction of an exterior levee, seepage canal and interior berm extending along the northern and western perimeters of the area. Two pump stations were also specified to transfer the seepage water from this system to Northeast Shark River Slough. Based on a recent hydrologic and economic analysis, the local sponsor (SFWMD) will choose a Locally Preferred Option (LPO) to the authorized mitigation plan. The COE is currently in the process of preparing a planning decision document to be integrated with a Supplemental EIS for the LPO recommended by the SFWMD.

3. The Tamiami Trail, under the authorized project, would be raised over only a short distance to accommodate the flows based on the original design of the conveyance features discussed above. Based on improved hydrological information, it is now anticipated that up to a 10-mile length of the road would need to be raised 2 feet to accommodate the anticipated increased volumes of water. The COE is preparing a Post Authorization Change Report and associated NEPA for Tamiami Trail.

4. Project features associated with items (1)-(3) have the potential to increase seepage losses from the restored wetland areas into both the L-30 and L-31N canals. Seepage control structures were incorporated in the original design as part of the design of pump stations S-356 and S-357. Design features will be identified to control seepage from both Water Conservation Area 3B and from Northeast Shark Slough.

Project Need/Benefit: Research conducted in Everglades National Park has documented substantial declines in the natural resources of the area associated with the impacts of water management. Since the park is located at the downstream terminus of a larger water management system, water supply to the park is often in conflict with the other functions of the system, such as water supply and flood control. The operation of the overall C&SF Project to accomplish its multi-objective mandates has impacted the distribution, timing, volumes, and quality of water supplied to the park. The project will continue to fund some of the critically needed modifications to the existing water management system. If unfunded or improperly designed and constructed, the damaging effects will be continue to contribute to the decline of the ecosystem, including potential extinction of endangered species such as the Cape Sable Sparrow and Wood Stork.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0% Critical Health or Safety Deferred Maintenance	0% Critical Mission Deferred Maintenance
0% Critical Health or Safety Capital Improvement	0% Compliance & Other Deferred Maintenance
80% Critical Resource Protection Deferred Maintenance	0% Other Capital Improvement
20% Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Required: YES: ☒ NO: ☐ **Total Project Score:** 680

Project Costs and Status

Project Cost Estimate:		\$'s	%	Project Funding History:	
Deferred Maintenance Work :		\$152,404,000	80	Appropriated to Date:	\$ 182,428,000*
Capital Improvement Work:		\$ 38,101,000	20	Requested in FY 2005 Budget:	\$ 8,077,000
Total Project Estimate:		\$190,505,000**	100	Required to Complete Project:	\$ 0
Class of Estimate:				Project Total:	\$ 190,505,000**
Estimate Good Until:		09/30/04			
Dates:		Sch'd (qtr/yy)		Unchanged Since	
Construction Start/Award:		1/ 2005		Departmental	
Project Complete:		4/ 2005		Approval:	
				YES: NO: <input checked="" type="checkbox"/>	
				Project Data Sheet	
				Prepared/Last Updated:	1/15/04

* This amount does not count the \$1.389 million of the FY1999 appropriation directed by Congress to be used for the reorganization of the NPS's Construction Program. It includes the \$50 million of Land Acquisition funds directed to the Corps of Engineers (COE) in the FY2001 appropriation act for COE land acquisition connected to this project, the \$3,796 million that the Secretary of the Interior transferred from the NPS Land Acquisition account to the NPS Construction account for work on this package and the \$16 Million appropriation in the FY2002 NPS Land Acquisition Program.

** Project total costs are currently being analyzed for revision.

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	980
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Rehabilitate Sailors Haven Marina and Ferry Dock			
Project No: 030585		Unit/Facility Name: Fire Island National Seashore	
Region: Northeast	Congressional District: 01		State: NY

Project Justification

Project Description: The purpose of this project is to reduce public health and safety risks and maintain the operation of the Sailors Haven Marina and Ferry Dock by rebuilding the ferry dock, replacing all breakwater bulkheads and all marina and perimeter bulkheads with new steel piling, and dredging the marina basin and entrance channel.	
Project Need/Benefit: The Sailors Haven Marina and Ferry Dock services boaters and visitors who ride the ferry across to one of the Fire Island National Seashore's premier attractions. Most of the marina and dock structures are 10-20 years old and at the end of their useful life. The facility is in a poor to failing condition and some areas pose a danger to public safety. The failing bulkhead structures are allowing sand backfill to seep into the marina. This reduces the structural integrity of the bulkheads making them susceptible to wave-induced failures as well as reducing marina basin depth which limits boat usage in this concession-operated marina. Without repair and replacement of the marina and ferry dock, the deteriorated existing facilities will not be available for use in the next few years. Safety concerns at present include structurally unsound decking support, loose planking, inadequate loading and unloading ramps, and destruction of submerged resources.	
Ranking Categories: Identify the percent of the project that is in the following categories of need.	
80 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
20 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
0 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	
Capital Asset Planning 300B Analysis Required: YES: NO: x	
Total Project Score: 980	

Project Costs and Status

Project Cost Estimate:		\$'s	%	Project Funding History:	
Deferred Maintenance Work :		\$ 1,889,200	80	Appropriated to Date:	\$ 0
Capital Improvement Work:		\$ 474,800	20	Requested in FY 2005 Budget:	\$ 2,374,000
Total Component Estimate:		\$ 2,374,000	100	Planned Funding:	\$ 0
Class of Estimate:		B		Future Funding to	
Estimate Good Until:		09/30/05		Complete Project:	\$ 0
				Project Total:	\$ 2,374,000
Dates:		Sch'd (qtr/yy)		Unchanged Since	
Construction Start/Award		1 / 2005		Departmental	
Project Complete:		3 / 2005		Approval:	
				YES: NO: x	

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	610
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Replace West Entrance Ranger Station and Construct Restrooms			
Project No: 077475		Unit/Facility Name: Fire Island National Seashore	
Region: Northeast	Congressional District: 02	State: New York	

Project Justification

Project Description: Construct a 1000-square-foot building to replace the west entrance station of Fire Island National Seashore. Building will serve as the west district ranger station, information center for visitors, and restroom for beach users. The previous kiosk at this location was removed because it was unsafe for employees or visitor use due to its construction and location. This new building will be located at the end of the state's paved road at the boundary between Robert Moses State Park and Fire Island NS. Building will be built as a model of sustainable design for barrier island using materials suitable for the beach environment and raised to a level that will prevent damage from periodic storm flooding. The change in the location of the building will allow better control over visitor access to the area. The new location and facilities will increase the ability of the park to monitor for endangered species protection, as well as archeological site and cultural resource protection of Lighthouse and annex buildings.

Project Need/Benefit: There is no NPS facility at the west entrance. Unauthorized vehicles can access off-road areas in the area between the entrance and the current office. More than 200,000 vehicles travel the road at the adjoining state park and these vehicles must be physically stopped from entering without a permit. The adjacent beach is heavily used but there is no restroom for more than one-half mile. Visitors are unaware they are entering Fire Island National Seashore and have no opportunity for information or assistance. Water and first aid will be made available. Current offices in historic Coast Guard station will be removed, allowing for restoration of the building and the original Voice of America transmitter inside. Better monitoring of the access point will decrease the amount of unauthorized vehicle uses that have had impacts on endangered species nesting areas in the past. This facility will also decrease the number of vehicles that drive to the Lighthouse and park.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred Maintenance	40 % Critical Mission Deferred Maintenance
30 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
0 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
30 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 610

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
	\$'s	%			
Deferred Maintenance Work :	\$ 294,000	40	Appropriated to Date:	\$ 0	
Capital Improvement Work:	\$ 441,000	60	Requested in FY 2005 Budget:	\$ 735,000	
Total Project Estimate:	\$ 735,000	100	Planned Funding:	\$ 0	
Class of Estimate:	B		Future Funding to		
Estimate Good Until:	09/30/05		Complete Project:	\$ 0	
			Project Total:	\$ 735,000	
Dates:	Sch'd (qtr/yy)		Unchanged Since		
Construction Start/Award	1 / 2005		Departmental		
Project Complete:	4 / 2005		Approval:		
			YES: NO: x		

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	100
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Construct Starter Public Facilities and Service for Flight 93 National Memorial		
Project No: 098539	Unit/Facility Name: Flight 93 National Memorial	
Region: Northeast	Congressional District: 9	State: PA

Project Justification

Project Description: This project will build initial facilities to meet the core needs of visitors to the newly designated Flight 93 National Memorial. The public law that established the memorial authorized a federal commission to be appointed by the Secretary of the Interior upon receiving recommendations from a broad-based Flight 93 task force. The commission is to submit recommendations for the planning, design, construction and long-term management of the memorial by no later than 3 years after the enactment of the Act. Consequently, completion of permanent memorial facilities is years in the future. A temporary memorial has been set up near the crash site and over 100,000 visitors a year now visit. There are immediate unmet needs related to visitor information, access, and safety. The work proposed in this project will provide for those needs in a dignified manner. Specifically, this project will provide safe vehicle access and adequate parking; automatic traffic counters in the temporary parking lot to record visitation; panels with minimal visitor orientation information; basic utility services; sanitary toilet facilities; handicapped access to the temporary memorial; a small temporary shelter with a phone to support the volunteer corps that now staffs the memorial; a small bench and temporary headstone/marker at the crash site for families of Flight 93 passengers and crew; temporary collections storage for tens of thousands artifacts left at the site; and seeding to prevent ongoing memorial site erosion.

Project Need/Benefit: It is typical for 1,000 visitors a day to visit the temporary memorial in the summer months; 200 to 500 visitors a day in the fall and spring; and up to 50 visitors a day in the dead of winter. There are two small, unmarked, dirt parking lots that can hold no more than 24 cars each and no bus drop-off or parking. Due to congestion, there is constant unsafe interaction between vehicles and pedestrians. Drainage is poor and results in damage to road and parking lot surfaces. Four portable toilets are located immediately adjacent to the temporary memorial. In the summer, the smell is overwhelming and inappropriate for the solemnity of the site. In the winter, the winds are so strong that the toilets are unusable. There is no handicapped access to the temporary memorial. A small group of dedicated volunteers are serving visitors 7 days a week; 8 hours a day, in rain, cold, heat, and snow with no shelter and no phone service in case of emergency. This is unacceptable given the high number of elderly visitors and the potential for terrorism at this site. A small temporary shelter for the volunteers, along with underground utility service, will enhance safety for these dedicated ambassadors. Minimal, unobtrusive visitor information panels and signs will improve the quality of service. At the present time, only family members are allowed down into the crash site about 1/3-mile away from the temporary memorial. The families have requested a very small stone marker or monument where they could place flowers or other personal effects when they visit what they consider to be the graves of their loved ones. A small headstone and bench for the families at the site would replace hay bales and help provide for their emotional and physical comfort until a permanent memorial is built. Finally, the Somerset Historical Society has taken on the task of collecting, cataloging, preserving, archiving and storing the artifacts that are left at the site daily. Their own operations are being heavily impacted and they are running out of room so a small temporary collections storage facility will be constructed at the Society's headquarters to house the Flight 93 collections until permanent facilities are available.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
0 % Critical Resource Protection Deferred Maintenance	100 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 100

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$	0	Appropriated to Date:	\$	0
Capital Improvement Work:	\$	806,000	Requested in FY 2005 Budget:	\$	806,000
Total Component Estimate:	\$	806,000	Planned Funding:	\$	0
Class of Estimate:	C		Future Funding to		
Estimate Good Until:	09/30/05		Complete Project:	\$	0
			Project Total:	\$	806,000
Dates:	Sch'd (qtr/yy)		Project Data Sheet	Unchanged Since	
Construction Start/Award:	1 / 2005		Prepared/Last Updated:	Departmental Approval: YES:	
Project Complete:	3 / 2005		12/5/03	NO: x	

National Park Service
PROJECT DATA SHEET

Project Score/Ranking:	925
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Correct Structural Problems In Old Commissary			
Project No: 027384		Unit/Facility Name: Fort Larned National Historic Site	
Region: Midwest	Congressional District: 01	State: KS	

Project Justification

Project Description: This project would correct serious foundation and stone wall failures in the Old Commissary Building, HS-5, to prevent possible collapse of the building. Specific work items include replacement of the foundation, correction of surface drainage, thermal expansion relief, re-pointing of masonry, application of a stone consolidant, and straightening or stabilization of leaning wall sections through reconstruction and/or the introduction of mechanical ties or a bond beam. Upon completion of the rehabilitation work on the commissary, its Facility Condition Index will be improved from 0.27 to 0.00.

Project Need/Benefit: The Old Commissary is the oldest of the nine original buildings around the parade ground. Begun in 1867, construction methods were more primitive than those on the other eight buildings, including a structural unconformity that occurred when construction was halted midway through completion of the building. A structural engineer has advised that HS-5 is in the worst structural condition of the park's buildings. Monitoring, begun in 1997, has indicated continuing horizontal movement with unstable conditions at the corners and north wall. With full height windows on the north parade ground side, sections of the wall lean out over six inches. While the loss of any of the historical buildings would be unacceptable, this building houses critical park utility infrastructure including the domestic water treatment and distribution system, fire suppression system (fire pump and controls), and main electrical transformers. In addition, two bays are open to the public, providing popular living history stations that are historically furnished to interpret the commissary issue room, commissary office and arsenal.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

75 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
25 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x Total Project Score: 925

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$	869,000	100	Appropriated to Date:	\$ 0
Capital Improvement Work:	\$	0	0	Requested in FY 2005 Budget:	\$ 869,000
Total Project Estimate:	\$	869,000	100	Planned Funding:	\$ 0
Class of Estimate: B			Future Funding to		
Estimate Good Until: 09/30/05			Complete Project:		
			Project Total:		
			\$ 0		
			\$ 869,000		
Dates: Sch'd (qtr/yy)			Unchanged Since		
Construction Start/Award 3 / 2005			Project Data Sheet		
Project Complete: 3 / 2006			Prepared/Last Updated: 1/9/04		
			Approval:		
			YES: NO: x		

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	700
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Stabilize and Restore North Officers' Quarters			
Project No: 077446		Unit/Facility Name: Fort Larned National Historic Site	
Region: Midwest	Congressional District: 01		State: Kansas

Project Justification

Project Description: The project will complete the restoration of the North Officers' Quarters. It will stabilize the exterior windows, doors and areas of failing stone masonry. The interior will be restored to the 1868 period. Site surface drainage which sends roof runoff toward the building will be addressed to the extent possible with rainwater collection system of gutters, downspouts and a possible cistern. Laboratory and on-site testing indicate application of a stone consolidant will greatly enhance masonry strength and reduce the absorption rate of the sandstone. Cellar walls below the kitchens were discovered to be only one wythe thick; they are now believed to need complete rebuilding. The Facility Condition Index for the North Officers' Quarters will be improved from 0.19 to 0.00 when this project is completed.

Project Need/Benefit: The North Officers' Quarters is one of the most threatened buildings in the park. Little work, except for new roofs, has been done on it since the park was established in 1966. Exterior windows and doors are weathering rapidly which is resulting in loss of original fabric. Park maintenance performs patch jobs, but the building needs stabilization. The North Officers' Quarters has the most original fabric of any of the nine original buildings that comprise Fort Larned. The inside of the structure was used for housing during the farming/ranching period. It is in fair to poor condition and needs restoration to the historic period so that it can be opened to the public and interpreted.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
100 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 700

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$ 1,114,000	100	Appropriated to Date:	\$	0
Capital Improvement Work:	\$ 0	0	Requested in FY 2005 Budget:	\$	1,114,000
Total Project Estimate:	\$ 1,114,000	100	Planned Funding:	\$	0
Class of Estimate:	C		Future Funding to		
Estimate Good Until:	09/30/02		Complete Project:	\$	0
			Project Total:	\$	1,114,000
Dates:	Sch'd (qtr/yy)		Project Data Sheet		Unchanged Since
Construction Start/Award	3 / 2005		Prepared/Last Updated:	12/5/03	Departmental
Project Complete:	3 / 2006				Approval:
					YES: NO: x

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	620
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Stabilize Fort Washington (Completion)			
Project No: 021174		Unit/Facility Name: Fort Washington Park	
Region: National Capital	Congressional District: 04	State: Maryland	

Project Justification

Project Description: The purpose of this project is to stabilize Fort Washington – a circa 1824 masonry coastal fortification with 40- to 60-foot-high walls that enclose a three-acre parade ground and several buildings. The stabilization will be implemented under a two-phase project to urgently address and arrest those problems currently contributing to the short and long-term deterioration of this historic resource. The main thrust of this project is to prevent and control the penetration, saturation and damage caused by water through repairs to the drainage systems and repairs to the most significantly destabilized and cracked brick walls. In addition, all excessive vegetation growth will be eradicated and root-damaged brickwork repaired. Phase 1 will address and correct problems currently affecting the stability of the fort's walls and proper functioning of the fort's supporting drainage systems; phase 2 will address and correct those problems currently affecting the stability of supporting earthen terraces, slopes, structural buildings and features. Vegetation destroying the structure and currently affecting the successful implementation of work in both phases will also be removed. The primary work will include the inspection, evaluation and assessment of approximately 72,000 square feet of brickwork, 6,000 square feet of embankment and 53,211 square feet of grade drainage on the Parade Grounds. Furthermore, the interior and exterior of the Soldier's Barracks will be stabilized and the drainage for the Main Gate will be repaired. This project will include the replacement of all Portland cement mortar with lime mortar; stabilization of earthen embankments supporting the foundations, and repairs to the Soldier's Barracks.

Project Need/Benefit: Historic Fort Washington Park was built 1814-24 and was used as an active military post through WWII. This fort is the best example of nineteenth century American Coastal Fortification remaining in the U.S. It is the only masonry fort built prior to the Civil War for the protection of the Nation's Capital. More than 265,000 visitors came to the park in 1997. Engineering reports, architectural evaluations and soil analysis reveal severe undermining of the walls and foundation due to the non-existent drainage system, the continual water penetration and pressure under the walls coupled with the extremely high volume and speed of water cascading along the walls and down the embankment further exacerbating the escalating erosion and structural failure. If these emergency corrective measures are not undertaken, a large and very visible portion of this fort will be lost and an even greater portion of the adjoining structures will be de-stabilized.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

20 % Critical Health or Safety Deferred Maintenance	30 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
0 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
50 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 620

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$ 4,963,000	50	Appropriated to Date:	\$ 3,390,000	
Capital Improvement Work:	\$ 4,963,000	50	Requested in FY 2005 Budget:	\$ 3,660,000	
Total Project Estimate:	\$ 9,926,000	100	Planned Funding:	\$ 2,876,000	
Class of Estimate:	B		Future Funding to		
Estimate Good Until:	09/30/05		Complete Project:	\$ 0	
			Project Total:	\$ 9,926,000	
Dates:	Sch'd (qtr/yy)		Unchanged Since		
Construction Start/Award	1 / 2005		Project Data Sheet	Departmental	
Project Complete:	4 / 2005		Prepared/Last Updated: 1/15/04	Approval:	
				YES: NO: x	

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	840
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Upgrade Life/Safety Systems and Rehabilitate Historic Structures		
Project No: 060012	Unit/Facility Name: Fredrick Law Olmsted National Historic Site	
Region: Northeast	Congressional District: 04	State: Massachusetts

Project Justification

Project Description: The purpose of this project is to provide full fire suppression, detection and improved environmental systems for Frederick Law Olmsted Home, Office, and Barn. The existing systems are woefully inadequate and unable to provide the basic protection of the cultural resources, operational component and ensure the life safety of park visitors and staff. In addition the project will address the site drainage to mitigate ongoing surface water flow conditions that cause periodic flooding. This project is comprised of the following elements:

- Life/Safety & Security Systems - Upgrade fire detection, fire suppression and intrusion alarm systems in 3 historic structures.
- Utility Systems - Provide new electrical and gas service to support HVAC upgrade; add cooling and remove non-historic window air conditioning units; renovate heating system, including boilers and distribution components; install new temperature controls; and extend central system heating and cooling to the Barn.
- Historic Home and Office Wing - Integrate HVAC into the historic fabric; reinforce first floor office structure of Office Wing.
- Historic Barn - Provide for distribution of power, heating and cooling.
- Drainage Systems - Install new storm collection system addressing chronic flooding in localized areas within the site; separate site storm drainage from sanitary sewers.

Upon completion of this project, the Facility Condition Index for these historic structures will have been improved from 0.27 to 0.00.

Project Need/Benefit: Frederick Law Olmsted NHS preserves the home, office, design archives, and grounds of America's foremost parkmaker and founding landscape architect. All historic buildings were restored or rehabilitated in the 1980's. A 15-year effort to catalog and conserve the site's significant design and professional archives will finish in 2004, and they are now available to the public on a limited basis. However, the park's aged infrastructure, never fully adequate, is almost past repair and seriously endangers health and safety. Combined with the periodic floods and persistent drainage problems resulting from the site's geology, these conditions threaten the cultural resources with damage or loss. NPS finds that the substantial investments made at Olmsted NHS are now endangered.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

25 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
40 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
20 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
15 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 840

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$	905,000	45	Appropriated to Date:	\$ 0
Capital Improvement Work:	\$	1,106,000	55	Requested in FY 2005 Budget:	\$ 2,011,000
Total Project Estimate:	\$	2,011,000	100	Planned Funding:	\$ 0
Class of Estimate:	B			Future Funding to	
Estimate Good Until:	09/30/05			Complete Project:	\$ 0
				Project Total:	\$ 2,011,000
Dates:	Sch'd (qtr/yy)			Project Data Sheet	Unchanged Since
Construction Start/Award	2 / 2005			Prepared/Last Updated: 12/5/03	Departmental
Project Complete:	3 / 2006				Approval:
					YES: NO: x

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	360
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Construct a New Visitor Center at Moose		
Project No: 077704	Unit/Facility Name: Grand Teton National Park	
Region: Intermountain	Congressional District: 01	State: WY

Project Justification

Project Description: The purpose of this project is to replace the existing antiquated, too small, and seismically unsafe Moose Visitor Center with a new visitor center. The new visitor center will serve as the park's main year-round interpretive and visitor contact facility. It will include exhibit space as well as an auditorium, multi-purpose room, information desk, backcountry trip planning and permit center, Natural History Association sales outlet, restrooms, and staff offices. The building will incorporate sustainable design concepts and energy efficient systems for heating, cooling, lighting, etc. Building siting, design, materials, and finishes will complement the natural environment. Associated site work will include utility infrastructure, parking areas, access roads, interpretive walkways and paths, landscaping, and coordination with a transportation system to provide a transportation node. In addition to this request, funding will be provided through contributions from the Grand Teton National Park Foundation, the Grand Teton Natural History Association, and Exum Mountaineering.

Project Need/Benefit: The current Moose Visitor Center is part of the existing Administration Building, which was constructed in 1961 as part of Mission 66 development in the park primarily as an administrative facility and secondarily as a visitor contact center. The visitor center portion of the building is approximately 3,000 square feet in size and fails to serve its purpose. The building is entirely insufficient in terms of providing adequate space for interpretive exhibits and basic visitor services. Few exhibits are available due to the small space and the crowded and chaotic conditions inside the visitor center are not conducive to providing high quality information or interpretation services. Since 1961, visitation to the park has increased from about 1.5 million to nearly 4 million visitors annually, with approximately 90 percent of visitors using park facilities in some way. The Teton Fault is located approximately 3 miles to the west and the facility is not capable of withstanding a 7.5 magnitude earthquake, an event that is overdue according to seismologists. It is not possible to cost-effectively retrofit the building which has other structural deficiencies as evidenced by a 1985 roof collapse. Basic systems such as restrooms, electrical, and HVAC cannot meet visitor or employee demands and the extent of the deficiencies makes any type of retrofit impractical. The new visitor center would provide a safe and modern facility with appropriate opportunities for visitor services and interpretation of park resources and values.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
20 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
0 % Critical Resource Protection Deferred Maintenance	60 % Other Capital Improvement
20 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: x NO: **Total Project Score:** 360

Project Costs and Status

Project Cost Estimate:			Project Funding History:	
Deferred Maintenance Work :	\$	0	Appropriated to Date:	\$ 2,963,000
Capital Improvement Work:	\$	7,963,000	Requested in FY 2005 Budget:	\$ 5,000,000
Total Component Estimate:	\$	7,963,000	Planned Funding:	\$ 0
Class of Estimate:	B		Future Funding to	
Estimate Good Until:	09/30/04		Complete Project:	\$ 0
Dates:	Sch'd (qtr/yy)		Project Total:	\$ 7,963,000
Construction Start/Award	4 / 2004		Project Data Sheet	Unchanged Since
Project Complete:	1 / 2005		Prepared/Last Updated:	Departmental Approval:
			12/5/03	YES: NO: x

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	590
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Replace Smokemont Water and Sewer with Municipal System		
Project No: 077779	Unit/Facility Name: Great Smoky Mountains National Park	
Region: Southeast	Congressional District: 11	State: NC

Project Justification

Project Description: The purpose of this project is to extend municipal water and sewer service operated by the Eastern Band of Cherokee Indians from Cherokee, North Carolina to the Smokemont development area in Great Smoky Mountains National Park. The project would include: 1) construction of approximately 5 miles of new water and sewer line, 2) replacement of approximately 3,000 linear feet of dilapidated sewer and water line located in the development, 3) removal of two underground water reservoir tanks, and 4) removal of the Smokemont wastewater treatment plant. Cherokee would be responsible for the design work, construction activities including supervision, and environmental compliance. Additionally, the Tribe would commit \$650,000 to fund construction.

Project Need/Benefit: The Smokemont Campground services over 51,000 visitors annually and is the third largest campground in the Park and the largest campground on the North Carolina side of the Park. The Smokemont development is currently served by an on-site sewage treatment plant and a well and reservoir system. Both systems are owned and operated by the NPS. The sewage treatment plant is over 30 years old and has a limited life. Effluent from the plant is currently being discharged into the Oconaluftee River which is designated as "High Quality," and also serves as the potable water source for downstream communities. State regulations governing effluent discharge in "high quality" streams are scheduled to be changed in the next three years and the existing plant will not be able to meet the new stringent standards. The underground concrete water tanks which serve as a reservoir for the Smokemont development are also over 30 years old. The water lines in the area were installed in the late 1950s and need to be replaced; waterline breaks due to fatigued pipes are common. The proposed project represents a vested partnership between the National Park Service and the Eastern Band of Cherokee Indians. The Tribe is interested in extending water/sewer service further into the park to gain access to the remote Reservation lands of the Tow String area of Cherokee. Park lands lie between the central part of Cherokee and the Tow String community. The most logical and realistic way to provide utilities to these residents is through the park. The project provides an opportunity to put in place a system that is more sustainable, cost effective, and operationally efficient. The project will reduce long-term operational and regulatory costs. To provide access to the Tow String community, sewer and water lines would be extended approximately 2.5 miles into the Park beyond their current terminus locations, and the Smokemont development area is located an additional 2.5 miles north of the Tow String area. In total, approximately 5 miles of new water and sewer lines would be required on park lands. The projected alignment follows an abandoned railroad bed, so impacts would be limited to previously disturbed areas.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

20 % Critical Health or Safety Deferred Maintenance	30 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	20 % Compliance & Other Deferred Maintenance
30 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 590

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$	2,171,000	100	Appropriated to Date:	\$ 0
Capital Improvement Work:	\$	0	0	Requested in FY 2005 Budget:	\$ 2,171,000
Total Project Estimate:	\$	2,171,000	100	Planned Funding:	\$ 0
Class of Estimate:	C			Future Funding to	
Estimate Good Until:	09/30/05			Complete Project:	\$ 0
				Project Total:	\$ 2,171,000
Dates:	Sch'd (qtr/yy)			Project Data Sheet	Unchanged Since
Construction Start/Award	1 / 2005			Prepared/Last Updated: 12/5/03	Departmental
Project Complete:	4 / 2005				Approval:
					YES: NO: x

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	750
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Install Environmental Controls in Hampton Mansion			
Project No: 077437		Unit/Facility Name: Hampton National Historic Site	
Region: Northeast	Congressional District: 02	State: MD	

Project Justification

Project Description: This project will install environmental controls in Hampton Mansion, one of the largest, most ornate houses built in 18th-century America, to protect the historic structure and the extensive historic furnishings and artifacts inside the mansion, and to enhance visitor comfort during periods of extreme cold and heat. An automated climate control system will serve museum storage areas, all exhibit spaces/period rooms, visitor facilities, a gift shop and offices. Project work will include rehabilitation of the original windows and doors; construction of a small central plant adjacent to the Mansion (in a reconstructed dependency); and installation of air handling units, humidifiers, filters, ductwork, piping, insulation, controls, and electrical distribution. During the three-month project, museum collections will be stored off-site. The project will preserve and protect the primary park cultural resources and permit safe human access in Mansion, particularly during summer months, by reducing extremes of temperature and humidity to safe levels.

Hampton NHS, established to save the Mansion's outstanding 18th-century architecture, now preserves the core of a sprawling estate, with extensive gardens, farm buildings, and several smaller residences, including slave quarters. A cross-section of American history from c. 1700-1948, the park tells the story of America's people -- enslaved African-Americans, indentured servants, hired agricultural and industrial workers, wealthy and influential estate owners. Extensive archival materials and a large photograph collection document the park's 45,000-object museum collection, much of it original to Hampton and internationally significant. Museum collections are listed as a primary resource in the site's National Register documentation. This project will stabilize temperature and humidity within the Mansion's 28,000 square feet, particularly for museum storage and exhibit areas. Environmental controls will significantly reduce the rate of deterioration for museum objects, lowering conservation costs and repeated treatments for damaged objects. The project will replace steam radiators and correct poor ventilation that result in rapid relative humidity fluctuations (10% to 90%) during the year. The new system will also moderate high temperatures during the summer (85 degrees and higher) to improve visitor and staff health and safety. Air quality will be improved, reducing risks from mold, mildew, dust, pests, and pollution from an adjacent highway. Professional conservators believe this need is urgent, due to a history of repeated treatments caused by environmental stress -- daily monitoring devices confirm the threat. Incidents of visitors becoming sick, feeling faint, or fainting while on tour, and inability of staff to work in overheated, under-ventilated spaces, confirm serious health and safety risks.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

30 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	10 % Compliance & Other Deferred Maintenance
60 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 750

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$	%	Appropriated to Date:	\$	0
Capital Improvement Work:	\$	0 0	Requested in FY 2005 Budget:	\$	1,546,000
Total Project Estimate:	\$	1,546,000 100	Planned Funding:	\$	0
Class of Estimate:	B		Future Funding to		
Estimate Good Until:	09/30/05		Complete Project:	\$	0
			Project Total:	\$	1,546,000
Dates:	Sch'd (qtr/yy)		Project Data Sheet Prepared/Last Updated: 12/5/03	Unchanged Since	
Construction Start/Award	1 / 2005			Departmental	
Project Complete:	4 / 2005			Approval:	
				YES: NO: x	

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	940
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Rehabilitate Bathhouses for Adaptive Reuse		
Project No: 056091	Unit/Facility Name: Hot Springs National Park	
Region: Midwest	Congressional District: 4	State: AR

Project Justification

Project Description: Bathhouse Row is a collection of eight historic bathhouse structures, located in a National Historic Landmark District. They range in size from 12,000 square feet to over 28,000 square feet. This project will stabilize and rehabilitate the bathhouses in several phases for their preservation and adaptive use by removing hazardous lead-based paint; completing major structural repairs; replacing/repairing roofs and skylights; repairing windows, doors, and floors; repairing exterior walls; sealing and replacing plaster on masonry walls; replacing HVAC systems, electrical systems, and plumbing systems; and complying with accessibility requirements of the Americans with Disabilities Act. Structural repairs needed include replacement and/or addition of concrete/steel supporting beams, repairing cracks in concrete floors and decks; replacing ceramic floor tiles; cleaning rust from exposed concrete reinforcing bars in floor and roof decks; applying patching compounds; repairing and leveling cracked concrete floors; pouring new concrete footings for walls and flooring where they have settled or cracked; repairing/replacing deteriorated staircases; and containing water penetrations into basements. This phase of the project will complete work on the Ozark and Quapaw bathhouses, and pending evaluation of and negotiations on a leasing proposal for the Hale, may also complete work on the Hale and Lamar bathhouses.

Project Need/Benefit: One bathhouse, the Buckstaff, has remained open under a concession contract and the Fordyce Bathhouse has been rehabilitated and adapted for use as the park's visitor center and museum. The remaining six bathhouses have been closed for several years and are in deteriorated condition. Visitors on Bathhouse Row cannot be allowed access to the bathhouses; this restriction must remain in effect until the structures are rehabilitated. This project will continue work that has previously been done which includes: most of the asbestos was removed from the six bathhouses, lead-based paint was removed from the Superior and Hale Bathhouses, interim roof repairs were made to the Superior and Hale Bathhouses, and simple fan ventilation systems were installed in the basements of the Superior and Hale Bathhouses. Interim roof repairs were made to the Quapaw, Ozark, and Maurice Bathhouses until roof replacement can be done; lead was abated in the Quapaw Bathhouse; the collapsed front area of the Ozark Bathhouse was rebuilt; and abatement and repair of windows and doors was partially completed in the Quapaw and Ozark Bathhouses. Completion of this project will bring the bathhouses into a condition where they can be adaptively used through the concessions program, historic leasing program, or other leasing program. The park's GMP recognized the historical importance of these structures and states that they be rehabilitated and preserved through adaptive use. This project will implement GMP recommendations and fulfill the mission of the National Park Service in preserving historical/cultural resources. It will also provide more opportunities for visitors, and improve relationships with the community by changing run-down, deteriorated structures into useful, functional buildings.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

80 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
20 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: x NO: **Total Project Score:** 940

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$17,966,000	100	Appropriated to Date:	\$	6,918,000
Capital Improvement Work:	\$	0	Requested in FY 2005 Budget:	\$	4,989,000
Total Project Estimate:	\$17,966,000	100	Planned Funding:	\$	0
Class of Estimate:	B		Future Funding to		
Estimate Good Until:	09/30/05		Complete Project:	\$	6,059,000
			Project Total:	\$	17,966,000
Dates:	Sch'd (qtr/yy)		Unchanged Since		
Construction Start/Award	2 / 2005		Departmental		
Project Complete:	2 / 2006		Approval:		
			YES: NO: x		

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	750
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Construct Security Fence and Screening Structure		
Project No: 085553	Unit/Facility Name: Independence National Historical Park	
Region: Northeast	Congressional District: 01	State: PA

Project Justification

Project Description: In order to restrict unauthorized pedestrian and vehicular access to Independence Square and the 1st Block of the Mall a combination of fences, gates and barriers totaling 2,943 feet in length needs to be installed. A seven foot high iron fence would be included, in some places, with brick/cement base and pillars. At other locations the fence would sit atop existing walls. Pedestrian gates will be placed between vehicle excluding devices (most likely bollards as their placement in the historic scene has been previously approved by the Service, the State Historic Preservation Office, and the City of Philadelphia). Vehicle gate and new vehicle barrier designs will need to be functional as well as esthetically appropriate. The final phase of this project will include the construction of the security screening facility.

Project Need/Benefit: The buildings on Independence Square and the Liberty Bell are located within the Icon District. These sites have traditionally been identified by terrorism experts, including the FBI, as highly potential targets. Post September 11, 2001 reviews/studies that have been approved by both the Director and Secretary have concluded that access must be limited to authorized pedestrians and vehicles only. This project reflects that direction. The fence will limit access to the Icon District of Independence National Historical Park to those entering through the established screening area. The threat from terrorist attack to the historic structures and visitors/employees will be diminished.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
50 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
0 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
50 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 750

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$	0	Appropriated to Date:	\$	0
Capital Improvement Work:	\$	5,436,000	Requested in FY 2005 Budget:	\$	2,000,000
Total Project Estimate:	\$	5,436,000	Planned Funding:	\$	0
Class of Estimate:	C		Future Funding to		
Estimate Good Until:	09/30/05		Complete Project:	\$	3,436,000
			Project Total:	\$	5,436,000
Dates:	Sch'd (qtr/yy)		Project Data Sheet		Unchanged Since
Construction Start/Award	1 / 2005		Prepared/Last Updated: 1/09/04		Departmental
Project Complete:	4 / 2005				Approval:
					YES: NO: x

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	850
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Preserve Historic Buildings, Correct Safety Problems			
Project No: 004803		Unit/Facility Name: Kalaupapa National Historical Park	
Region: Pacific West	Congressional District: 02	State: HI	

Project Justification

Project Description: Kalaupapa National Historical Park was established to preserve and interpret the Kalaupapa Settlement and to provide a "well-maintained" community in which the remaining Hansen's disease patients can live out their lives. This project addresses 14 historic structures that are a vital part of the Settlement. Structures included in the project are Visitor Quarters #274, 275, 277; Bishop Home #3, 4, 15; Staff Row #1; Warehouse #271; Lighthouse Station #708, 709, 712, 713, 714; and the Baldwin Home Gates. The buildings are being preserved to maintain a historic scene, some are being repaired for future interpretive use, while others are being stabilized and rehabilitated for management use. All of the buildings need structural repairs to make them safe for future visitor or management use. Rehabilitation of electrical systems will reduce the risk of fire. Some structures will be provided with fire suppression systems.

Project Need/Benefit: The Kalaupapa Settlement is a National Historic Landmark and was established as a National Historical Park in 1980 in part "to preserve and interpret the Kalaupapa Settlement for the education and inspiration of present and future generations". Preserving these structures is important for the preservation of the historic district and the historic landscape. Maintenance of the structures is currently shared between the Hawaii Department of Health and the NPS. Extreme environmental conditions, and a "winding down" of the State operations, means that many of the structures that contribute to the integrity of the Landmark are deteriorated. The buildings listed in this package need stabilization and restoration if they are to be preserved and possibly reused. Failure to implement this package will result in progressive deterioration and loss of historic resources needed to fulfill the park's mission. Another resource of the park is the remaining Hansen's disease patients. They have a right to continue to live in the community to which they were banished, and where they made their home. The physical condition of the settlement has a direct effect on their quality of life. These structures need repairs and rewiring to make them safe for continued use. The Lighthouse Station is listed separately on the National Register of Historic Places. The original "clam shell" lens from the lighthouse is stored in one of the buildings. The lens is valued at \$1.0 million. There are no other parks in the NPS System that address the themes and issues interpreted at Kalaupapa. The tragic story of disease, forced separation, isolation, and ultimately hope and conquest over a feared disease is not duplicated in any other park. The Settlement is also a largely intact medical institution that remains operational to this day. Finally, Kalaupapa is also an example of old, small town Hawaii that is fast disappearing from the rest of the State.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

50 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
50 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 850

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$	3,928,000	100	Appropriated to Date:	\$ 0
Capital Improvement Work:	\$	0	0	Requested in FY 2005 Budget:	\$ 3,928,000
Total Project Estimate:	\$	3,928,000	100	Planned Funding:	\$ 0
Class of Estimate:	B			Future Funding to	
Estimate Good Until:	09/30/05			Complete Project:	\$ 0
				Project Total:	\$ 3,928,000
Dates:	Sch'd (qtr/yy)			Project Data Sheet	Unchanged Since
Construction Start/Award	3 / 2005			Prepared/Last Updated: 12/5/03	Departmental
Project Complete:	2 / 2006				Approval:
					YES: NO: x

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	615
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Construct Historic Resources Support Center and Protect Museum Collections		
Project No: 027768	Unit/Facility Name: Klondike Gold Rush National Historical Park	
Region: Alaska	Congressional District: 01	State: AK

Project Justification

Project Description: The purpose of this project is to complete the original functions planned for the recently constructed maintenance facility and to provide adequate storage facilities for maintenance activities and the park archeological collection. Specific work would include:

1. Construct an addition to the maintenance facility to provide space for maintenance staff offices, for storage of long stock for the carpentry shop, and for relocation of the park's network facilities.
2. Construct a cold-storage building for the storage of pipe and other items that must be kept out of the weather.
3. Install a metal roof on the existing park cold-storage facility to match the appearance of the existing maintenance buildings and the new buildings.
4. Remodel the Mascot Saloon garage to provide space for training, conferencing, and incident command operations.
5. Construct a low-profile park collections storage facility that is compatible with the residential neighborhood and the Skagway Historic District.

Project Need/Benefit: A fully functioning maintenance facility is essential for maintaining 15 historic buildings and landscapes, 16 miles of Chilkoot trail, employee housing and other facilities serving 700,000 visitors a year. Available undesignated storage for all park divisions is currently limited to one 1,200-square-foot room which is inadequate for current needs. Park rescue equipment, weapons lockers, and CPR manikins are being stored in a hallway. In addition, maintenance supplies, including lumber, pipe, and electrical conduit are being stored either outside exposed to the elements or in temporary "sea" vans which are unsightly and have been the subject of criticism by park neighbors. Funding for construction of the core building did not allow for a badly needed second bathroom for employees, or for space for a lunch/training/conference room, a drafting/records room and other necessary functions. The archeology collections are currently stored in the Mascot Saloon which does not provide adequate climate control of the museum collections and is desperately needed for office space. The archeological collection requires a secure, climate controlled environment, with an appropriate HVAC system that will maintain a minimum temperature of 50 degrees F and a maximum temperature of 65 degrees F and a relative humidity of 30-40%. The Mascot Saloon is a historic building and the museum storage on the second floor is having long-term detrimental effects on this structure. The maintenance compound is adjacent to the Skagway Historic District making architectural compatibility with the surrounding landscape an important requirement of the completed facility.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
5 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
0 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
95 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 615

Project Costs and Status

Project Cost Estimate: \$'s %			Project Funding History:	
Deferred Maintenance Work :	\$ 0	0	Appropriated to Date:	\$ 0
Capital Improvement Work:	\$ 739,000	100	Requested in FY 2005 Budget:	\$ 739,000
Total Project Estimate:	\$ 739,000	100	Planned Funding:	\$ 0
Class of Estimate:	B		Future Funding to	
Estimate Good Until:	09/30/05		Complete Project:	\$ 0
			Project Total:	\$ 739,000
Dates:	Sch'd (qtr/yy)		Project Data Sheet	Unchanged Since
Construction Start/Award	3 / 2005		Prepared/Last Updated: 12/5/03	Departmental
Project Complete:	2 / 2006			Approval:
				YES: NO: x

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	615
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Replace Condemned Ski Chalet with Improved Visitor Services Facilities		
Project No: 005239	Unit/Facility Name: Lassen Volcanic National Park	
Region: Pacific West	Congressional District: 03	State: CA

Project Justification

Project Description: This project will demolish and replace an existing dilapidated structure with two buildings that will better meet the needs of visitors and park operations -- a multipurpose visitor services facility that will include visitor orientation/education, concession food service/curios sales and minimal equipment storage and an NPS operations building that will include ranger offices and interior and exterior covered space for snow removal equipment. The project will also include exhibits, utilities, site restoration and temporary facilities. The building program for the visitor service facility was developed based on the NPS Visitor Facilities Model. This facility is located at the south entry of the Park, closest to major population centers. The new facility will serve as a gateway to the park and will capture visitors where they first enter the park. A preliminary site plan and design has been completed with funding forwarded by park partners and an engineering firm has donated a thorough survey of the area.

Project Need/Benefit: The Chalet at Lassen Volcanic National Park was designed in 1963 and finished in 1970. It has a reputation of being one of the worst structures in the Pacific West Region. The Chalet was originally constructed to support a downhill concession-operated ski area that has since been removed from the park. At that point, the Chalet became functionally obsolete. The current building is extremely economically inefficient; it costs over \$30,000 per year in heating cost alone. In FY 2001, the park had to make \$20,000 worth of repairs to the structure just to make it usable. The existing structure is economically obsolete. The current facility does not meet ADA accessibility guidelines and is riddled with poor wiring, failing concrete foundations and plumbing lines that are dissolving from electrolysis. Based on structural engineer's recommendations, the building is in such bad shape that the Region Office has prohibited use of any special funds from being spent on the structure. Due to continued deterioration, portions of the structure have recently been condemned. There is a need to provide accessible visitor services at this entrance to the park on a year-round basis. The park has no year round visitor center or orientation facility. Currently, the only information station available is a small portable shed (8' x 12') which the park rolls out from mid-June to Labor Day. There are no facilities available to orient visitors or provide basic safety information during the majority of the year, especially during the harsh, avalanche-prone winter months. Over 400,000 visitors per year go through the area. Park staff needs to be able to disseminate safety messages and information about the park to visitors and be prepared to respond to visitor accidents/injuries.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
5 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
0 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
95 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: X NO: **Total Project Score:** 615

Project Costs and Status

Project Cost Estimate: \$'s % Deferred Maintenance Work : \$ 10,051,000 0 Capital Improvement Work: \$ 0 100 Total Project Estimate: \$ 10,051,000 100			Project Funding History: Appropriated to Date: \$ 0 Requested in FY 2005 Budget: \$ 10,051,000 Planned Funding: \$ 0 Future Funding to Complete Project: \$ 0 Project Total: \$ 10,051,000		
Class of Estimate: B Estimate Good Until: 09/30/05					
Dates: Sch'd (qtr/yy) Construction Start/Award 1 / 2005 Project Complete: 4 / 2005			Project Data Sheet Prepared/Last Updated: 1/9/04 Unchanged Since Departmental Approval: YES: NO: X		

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	680
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Rehabilitate Historic Brawner Farm for Visitor Use		
Project No: 021326	Unit/Facility Name: Manassas National Battlefield Park	
Region: National Capital	Congressional District: 10	State: VA

Project Justification

Project Description: This project involves the stabilization of the Brawner Farm house structure and the adaptive reuse of the first floor of the house for interpretive space as the starting point of the Second Battle of Manassas tour. The project package provides vehicle access and visitor parking, footbridge and trail for pedestrian access from the visitor parking to the house, stabilization of the historic foundation, stabilization of the historic structure (which serves as a key landmark on the battlefield), rehabilitation and repair of the first floor to serve as a contact point for visitors (to include ADA access), installation of interpretive media, installation of wood fences to delineate key parts of the battle adjacent to the Brawner Farm, and restoration of the historic farm driveway trace.

Project Need/Benefit: Although the park acquired the Brawner Farm in 1985, the lack of public access and the presence of unsafe conditions on the property has limited public use and enjoyment of this important property. Currently visitors access the site by parking at a hidden entrance on the shoulder of busy Lee Highway (US 29) and following an old driveway 600 yards to the interpretive trail at the Brawner house. The house, last occupied in 1978 and now in poor condition, suffers from advanced deterioration due to prolonged neglect. This project will allow the park to improve public access to the Brawner Farm and to use the site as the first stop on a comprehensive tour of the Second Manassas battlefield. Stabilization and rehabilitation of the house will treat significant structural concerns and will permit the park to maintain the structure on the landscape as a key interpretive site. Without this project, the public will continue to use the existing parking area, which is unsafe due to its poor sight distances along the highway. The Brawner house, without intervention, will be irretrievably lost, eliminating its use as an important site marker on the battlefield and removing any opportunity for interpretive use of the building.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred Maintenance	20 % Critical Mission Deferred Maintenance
50 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
20 % Critical Resource Protection Deferred Maintenance	10 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 680

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$'s	%	Appropriated to Date:	\$	0
Capital Improvement Work:	\$ 927,000	40	Requested in FY 2005 Budget:	\$	2,317,000
Total Project Estimate:	\$ 1,390,000	60	Planned Funding:	\$	0
Class of Estimate:	B		Future Funding to		
Estimate Good Until:	09/30/05		Complete Project:	\$	0
			Project Total:	\$	2,317,000
Dates:	Sch'd (qtr/yy)		Unchanged Since		
Construction Start/Award	1 / 2005		Departmental		
Project Complete:	4 / 2005		Approval:		
			YES: NO: x		

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	940
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Restore Ebenezer Baptist Church, Phase II		
Project No: 070624A	Unit/Facility Name: Martin Luther King, Jr., National Historic Site	
Region: Southeast	Congressional District: 05	State: GA

Project Justification

Project Description: This project is Phase II of the project to restore the Ebenezer Baptist Church, one of the most significant structures within Martin Luther King, Jr. NHS. This project follows the approved Historic Structure Report that calls for a combined approach of restoration and preservation with a high priority assigned to restoration of the sanctuary and fellowship hall to reflect their condition and appearance in 1968. The project includes site work to protect visitor health and safety, complete the restoration of the sanctuary and fellowship hall interiors, rehabilitate remaining interior spaces, site preparation and improvements, selective demolition of building elements, rebuilding of superstructure, interior construction and finishes, exterior structural work, roof covering, plumbing systems, equipment, and installation of lifts for accessibility compliance. Special work items in this phase include preservation of stained glass windows; restoration/replication of furnishings; repair of the balcony structural system; rehabilitation of restrooms; abatement of asbestos-containing flooring; treatment of recently discovered active termite infestation and repair of damage to historic fabric; installation of lightning protection; improvement of site drainage; and restoration of a sidewalk, baptistery, pipe organ and its antiphonal. Work began on this project in 1999 through a "Save America's Treasures" grant of \$1.2 million

Project Need/Benefit: Martin Luther King, Jr. National Historic Site and Preservation District was established in 1980 to "protect and interpret for the benefit, inspiration, and education of present and future generations the places where Martin Luther King, Jr. was born, where he lived, worked, and worshipped, and where he is buried." The park is located within the "Sweet Auburn" community, which served as the economic, cultural, and religious center for Atlanta's segregated African-American population from 1910 through the 1960's. Ebenezer Baptist Church (c.1822) is closely associated with the youth and young adulthood of Dr. King as well as his adult years as a civil rights leader and co-pastor of the church. The church possesses integrity of location, design, workmanship, and feeling. However, numerous threats and dangers exist and have caused considerable damage to historic fabric. Because the National Park Service has only recently acquired the church, park staff has just begun to address its multitude of problems. Phase I was funded through a grant of \$1.2 million in May of 1999 and addressed critical health and safety items including installing new HVAC and fire protection systems; upgrading the electrical system to comply with code; upgrading the roof and ceiling structure; and mechanical room improvements. Decades of neglect have begun to be reversed, yet much remains to be done to ensure the preservation of the church for future generations. The church is an integral component of Dr. King's life story and his campaign for equality and dignity for all. The preservation of the church will allow the site's 600,000 annual visitors to experience stories of courage and perseverance under difficult conditions and to understand the career of Dr. King and the Civil Rights Movement in their historic context.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

75 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
10 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
10 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
5 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 940

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$ 2,090,000	85	Appropriated to Date:	\$	0
Capital Improvement Work:	\$ 369,000	15	Requested in FY 2005 Budget:	\$	2,459,000
Total Project Estimate:	\$ 2,459,000	100	Planned Funding:	\$	0
Class of Estimate:	B		Future Funding to		
Estimate Good Until:	09/30/05		Complete Project:	\$	0
			Project Total:	\$	2,459,000
Dates:	Sch'd (qtr/yy)		Project Data Sheet	Unchanged Since	
Construction Start/Award	1 / 2005		Prepared/Last Updated: 1/15/04	Departmental	
Project Complete:	4 / 2005			Approval:	
				YES: NO: x	

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	715
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Relocate Flood-Prone Visitor Center to Best Farm			
Project No: 077563		Unit/Facility Name: Monocacy National Battlefield	
Region: National Capital	Congressional District: 06	State: MD	

Project Justification

Project Description: Monocacy National Battlefield was established to preserve, protect, and interpret the cultural landscape, earthworks, and structures that commemorate the July 9, 1864, battle. Created in 1934, land acquisition was not authorized until 1976, and a small, temporary visitor center opened in 1991. This project will relocate the visitor center from its present, temporary location in the flood-prone Gambrill Mill to a 6000-square-foot, mid-20th-century dairy barn on the Best Farm. The main work components include: relocating the barn to the Wickes site; rehabilitating the barn into a visitor use facility (including offices and collections storage); constructing a short entrance road and parking lot; connecting with city sewer and water lines; and installing interpretive exhibits.

Project Need/Benefit: The present visitor center is located in the floodplain of the Monocacy River, and has flooded or been threatened by flooding repeatedly since opening in 1991. Exhibits and offices have been damaged, employee safety compromised during evacuation under adverse conditions, and disrupting visitor use due to extended closure periods. Since the current visitor center was meant to be temporary, it does not meet many life safety codes. There is only one entrance/exit, and no fire detection/suppression system, placing park staff, visitors, and museum objects at risk. In addition, the present entrance is located on a busy highway and is extremely dangerous due to short sight lines and high vehicle speed. There have been three accidents involving park employees alone in the past five years. Relocation of the facility is the central component of the approved Interpretive Prospectus (1996) which implements the recommendations of the General Management Plan (1979). Adaptive reuse of the dairy barn will help preserve the agrarian character of the historic Best Farm, focal point of the morning phase of the Battle of Monocacy. It would not result in any new visual intrusions on the battlefield scene and opens visitor access to a key area of the battlefield that up to now has been closed. The park and the Frederick County Tourism Council have established an agreement to jointly operate the new visitor center. This partnership will enhance the visitor experience in the park, and draw an estimated 40,000 additional visitors. The battlefield also is a central point along a newly established Civil War Discovery Trail, and is a key component of a recently created Maryland Civil War Heritage Area. Creation of a new visitor orientation center would enable the park to expand upon these partnership opportunities.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

25 % Critical Health or Safety Deferred Maintenance	30 % Critical Mission Deferred Maintenance
25 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
0 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
20 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 715

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$'s	%	Appropriated to Date:	\$	0
Capital Improvement Work:	\$ 1,946,000	55	Requested in FY 2005 Budget:	\$	3,539,000
Total Project Estimate:	\$ 1,593,000	45	Planned Funding:	\$	0
	\$ 3,539,000	100	Future Funding to		
Class of Estimate:	B		Complete Project:	\$	0
Estimate Good Until:	09/30/05		Project Total:	\$	3,539,000
Dates:	Sch'd (qtr/yy)		Unchanged Since		
Construction Start/Award	2 / 2005		Departmental		
Project Complete:	4 / 2006		Approval:		
			YES: NO: x		

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	700
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Remove Salmon Obstructions/Construct Bridge and Culvert		
Project No: 005378	Unit/Facility Name: Olympic National Park	
Region: Pacific West	Congressional District: 06	State: WA

Project Justification

Project Description: The purpose of this project is to reestablish access to high-quality fish habitat upstream from where the Hoh Valley Road crosses West Twin Creek and East Twin Creek by constructing a full-length dual-lane bridge over West Twin Creek and a 24-foot-diameter, fish-passable culvert at East Twin Creek. The Upper Hoh Road would remain open during construction through the use of a staged construction process at both locations, which would keep one lane open to visitor traffic.

Project Need/Benefit: The Hoh Valley Road extends 12 miles off U.S. Highway 101 to the park boundary and another 6 miles to the Hoh Visitor Center. West Twin Creek and East Twin Creek are tributaries to the Hoh River. The culverts located at the West Twin Creek and East Twin Creek crossings were designed and installed in the early 1960's when little was known about designing culvert installations to allow for fish passage. Similarly, little was understood about the need to design culvert installations to allow for passage of streambed material to prevent accumulation of streambed material upstream of the culverts and erosion of streambed material downstream from the culverts. Erosion below the culvert outfall at both of these crossings has created a drop to the plunge pool in excess of 6 feet, which prevents access to adult salmon returning to spawn and juvenile salmon seeking refuge during high flows on the Hoh River. Removal of the two obstructions and replacement with fish-passable stream crossing structures will allow salmon, trout, and char populations to freely migrate under the road, re-establishing access to approximately two miles of high quality fish habitat upstream from these crossings. These fish populations are of great value to the park and surrounding communities, including the Hoh Tribe, which maintains treaty fishing rights. These fish play an important role in the park and contribute to regional fisheries, and each is currently the subject of status reviews for possible listing under the Endangered Species Act.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
100 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 700

Project Costs and Status

<u>Project Costs and Status</u>			<u>Project Funding History:</u>		
Project Cost Estimate: \$'s %			Appropriated to Date: \$ 0		
Deferred Maintenance Work : \$ 1,940,000 100			Requested in FY 2005 Budget: \$ 1,940,000		
Capital Improvement Work: \$ 0 0			Planned Funding: \$ 0		
Total Project Estimate: \$ 1,940,000 100			Future Funding to		
Class of Estimate: B			Complete Project: \$ 0		
Estimate Good Until: 09/30/05			Project Total: \$ 1,940,000		
Dates: <u>Sch'd (qtr/yy)</u>			Project Data Sheet Prepared/Last Updated: 12/5/03		Unchanged Since Departmental Approval: YES: NO: x
Construction Start/Award 2 / 2005					
Project Complete: 1 / 2007					

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	300
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Restore Elwha River Ecosystem and Fisheries		
Project No: 005375	Unit/Facility Name: Olympic National Park	
Region: Pacific West	Congressional District: 06	State: Washington

Project Justification

Project Description: The Department of Interior has determined that removal of two hydroelectric projects on the Elwha River is required to fully restore the Elwha River ecosystem and fisheries. This project is for the purposes of meeting requirements of the Elwha River Ecosystem and Fisheries Restoration Act (P.L. 102-495), restoring the largest watershed in Olympic National Park, ending litigation regarding jurisdiction over the Glines Canyon project, and addressing the Federal Government's treaty responsibilities to the Elwha S'Klallam Tribe. The overall project will involve:

1. Acquisition of the Elwha and Glines Canyon hydroelectric projects, and associated land and facilities.
2. Preparation of an Environmental Impact Statement to examine alternative methods of dam removal and restoration, and of water quality protection measures for downstream water users.
3. Preparation of de-construction and restoration plans based on the selected removal alternative.
4. Installation of water quality protection measures for downstream water users (according to the selected alternative for dam removal).
5. Removal of the Elwha and Glines Canyon dams, restoration of the Lake Mills and Lake Aldwell reservoir areas, restoration of Elwha fisheries, and monitoring of the restoration efforts.
6. Provision of opportunities for research and public education regarding ecosystem restoration.

This is a cooperative effort among four Department of Interior agencies, including the National Park Service, Bureau of Indian Affairs, Fish and Wildlife Service, Bureau of Reclamation and the Army Corp of Engineers and Lower Elwha S'Klallam Tribe.

Project Need/Benefit: The Elwha River Ecosystem and Fisheries Restoration Act (P.L. 102-495) directed the Secretary of the Interior to develop a Report to the Congress detailing the method that will result in "full restoration" of the ecosystem and native anadromous fish of the Elwha River. Previous analyses conducted by agencies including the Federal Energy Regulatory Commission, National Park Service, and the General Accounting Office all concluded that full restoration can only be achieved through the removal of the Elwha and Glines Canyon projects. P.L. 102-495 offers a comprehensive solution to a regional problem, avoids protracted litigation of the FERC licensing proceeding as well as associated substantial federal costs, delay and uncertainty, and provides water quality protection for municipal and industrial users. Full restoration of all Elwha River native anadromous fish will result in rehabilitation of the ecosystem of Olympic National Park, meet the federal government's trust responsibility to the Elwha S'Klallam Tribe, and demonstrably contribute to long-term economic recovery of the region. Dam removal will benefit local and regional economies in the short-term from work projects in ecosystem restoration and in the long term from the benefits that result from a healthy, fully functioning ecosystem. Through identification and development of stocks for potential restoration, anadromous fish restoration in the Elwha River will complement similar efforts elsewhere in the region.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	100 % Compliance & Other Deferred Maintenance
0 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: x NO:	Total Project Score: 300
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Project Costs and Status

Project Cost Estimate:			\$'s	%	Project Funding History:	
Deferred Maintenance Work :			\$	0	0	Appropriated to Date: \$ 96,777,000 *
Capital Improvement Work:			\$144,348,000	100		Requested in FY 2005 Budget: \$ 26,950,000
Total Project Estimate:			\$144,348,000*	100		Required to Complete Project: \$ 20,621,000
Class of Estimate:			C		Project Total: \$ 144,348,000	
Estimate Good Until:			09/30/05			
Dates:			Sch'd (qtr/yy)		Unchanged Since	
Construction Start/Award			1 / 2005		Departmental	
Project Complete:			4 / 2009		Approval:	
					YES: NO: x	

* Pre-FY2005 appropriations for Elwha restoration and total project estimate do not include pre-FY2000 planning (\$8.2 million), and total land acquisition to date (\$29.9 million).

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	855
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Construct Vehicle Barriers to Increase National Security and Protect Staff, Visitors, and Resources		
Project No: 079158	Unit/Facility Name: Organ Pipe Cactus National Monument	
Region: Intermountain	Congressional District: 02	State: AZ

Project Justification

Project Description: Construct a vehicle barrier for 32 miles along the international border with Mexico. Barrier construction will be located for 30 miles within Organ Pipe Cactus National Monument (ORPI) and for 2.25 miles within Coronado National Memorial (CORO). The barrier at CORO and for 10 miles near the Lukeville Port of Entry in ORPI will include trenching to a 5' depth, installation of sections of 8" diameter well casing on 4' centers (with 5' below and alternating 5' & 6' above ground), and a 2.5' depth of concrete fill to provide an adequate, continuous footer. 1' cold-rolled steel will be tack welded to the base of each casing for the entire distance to provide anti-rotational support within the footer. A continuous length of railroad track rail iron (90# stock) will run through a hole in each casing at 3' above ground level. Each 8" well-casing pipe will be filled with concrete and a 1" rebar section 9' high. This rebar will be integral with the footer and casing concrete. For the remaining 20 miles at ORPI railroad rail posts will replace the concrete-filled pipe. This design improves on an earlier design by tying the post to a continuous concrete footing to prevent the barrier from being dug, jacked or pulled up. The entire iron barrier will be electrically conductive to allow sensor detection and immediate response by law enforcement authorities if some point along the barrier is broken. Because of the urgency of this project, it will most likely be a Design/Build contract.

Project Need/Benefit: Both ORPI and CORO are being heavily impacted by vehicle drive-throughs from Mexico. In FY2000 the Border Patrol estimates that 180,000 undocumented immigrants and 700,000 pounds of drugs entered the United States illegally through ORPI. An estimated 120,000 pounds of drugs and 55,000 undocumented immigrants enter through CORO each year. As security is tightened elsewhere, remote areas like ORPI become increasingly attractive to terrorists, smugglers and others seeking illegal entry into this country. An NPS Law Enforcement Ranger was shot and killed in the line of duty on August 9, 2002 while pursuing an armed gunman fleeing from Mexican authorities after abandoning his vehicle just north of the border. This barrier will severely curtail the transport of illegal persons and drugs by vehicle and it would likely have stopped the event of August 9th and will prevent similar events in the future. Natural resources have been heavily impacted by these incursions. Illegal transport of drugs and people into the United States by vehicle has created over 50 miles of illegal vehicle roads through designated wilderness areas in the past 24 months. Of particular concern are the impacts to two endangered species, the Ferruginous Pigmy Owl and Sonoran Pronghorn Antelope, whose habitat requirements make them especially sensitive to human presence. Eliminating illegal vehicle entry along the international border within the National Monument will allow recovery of much of the disturbed acreage and greatly improve the safety and welfare of employees and visitors.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

45 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
10 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
45 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: x NO: **Total Project Score:** 855

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$ 16,115,000	90	Appropriated to Date:	\$ 11,306,000	
Capital Improvement Work:	\$ 1,791,000	10	Requested in FY 2005 Budget:	\$ 6,600,000	
Total Project Estimate:	\$ 17,906,000	100	Planned Funding:	\$ 0	
Class of Estimate:	C		Future Funding to Complete Project:	\$ 0	
Estimate Good Until:	09/30/05		Project Total:	\$ 17,906,000	
Dates:	Sch'd (qtr/yy)		Project Data Sheet Prepared/Last Updated:		Unchanged Since Departmental Approval:
Construction Start/Award	10/2003		1/15/04		YES:
Project Complete:	7/2006				NO: x

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	820
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Consolidate, Rehabilitate, and Replace Park Maintenance Facilities		
Project No: 029737	Unit/Facility Name: Petersburg National Battlefield	
Region: Northeast	Congressional District: 04	State: VA

Project Justification

Project Description: The purpose of this project is to consolidate the park's maintenance facilities at one location in order to improve operational efficiency, protect resources, and better accommodate the park's increased maintenance needs. In particular, this project is intended to eliminate the use of historic structures to house maintenance operations and to remove non-historic maintenance shops and storage facilities from historic settings such as City Point. Project work includes constructing a new 2,800-square-foot vehicle repair building and a 2,872-square-foot vehicle storage canopy, constructing a paint and lead-based-paint-removal room by enclosing an existing 672-square-foot shed; rehabilitating 1,560-square-feet of the existing maintenance facility to provide locker rooms and showers, a break/training room, office space, and a unisex restroom; and associated sitework.

Project Need/Benefit: Maintenance is currently spread over eleven locations of which ten are historic buildings. The project would consolidate those activities into one central location. Many of the historic structures now occupied have either been determined to be at risk, are in the historic scene, or are up for lease as historic properties. If current properties are taken by historic lease, maintenance will have no choice but to intrude more deeply into the historic buildings and expose them to further risk. Maintenance has moved several times in the past just to accommodate ever-changing park needs for housing. The City Point DCP determined that an off-site facility was the only real option for consolidation of maintenance activities. Adequate facilities to deal with lead-based paint removal are not available. The house used currently has water, electrical service, and showers, but does not conform to OSHA standards. Continued use poses loss by risk of fire and is detrimental to employee health.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

40 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
60 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO:	Total Project Score: 820
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Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$ 812,000	100	Appropriated to Date:	\$	0
Capital Improvement Work:	\$ 0	0	Requested in FY 2005 Budget:	\$	812,000
Total Project Estimate:	\$ 812,000	100	Planned Funding:	\$	0
Class of Estimate:	B		Future Funding to		
Estimate Good Until:	09/30/05		Complete Project:	\$	0
			Project Total:	\$	812,000
Dates:	Sch'd (qtr/yy)		Unchanged Since		
Construction Start/Award	2 / 2005		Departmental		
Project Complete:	4 / 2005		Approval:		
			YES: NO: x		

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	660
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Relocate West Side Maintenance & Visitor Services			
Project No: 005396		Unit/Facility Name: Pinnacles National Monument	
Region: Pacific West	Congressional District: 16	State: CA	

Project Justification

Project Description: In accordance with the 1991 Development Concept Plan, this project will remove the existing visitor contact station, trailer, and maintenance facility located in a environmentally sensitive riparian zone and 20-year flood plain site, 2 miles west to a larger, less sensitive west boundary location and rehabilitate the site. Construction at the west entrance of the park includes a new 1,969 square-foot visitor contact station, parking for 30 vehicles, and a 3,509 square-foot maintenance facility (including search-and-rescue and emergency-medical-service cache), roadway, parking, and utilities (hybrid propane-photovoltaic electric generation, water, and sewage) for the complex. The site development and utilities at the maintenance location will also serve current trailer/employee hookups and programmed future housing.

Project Need/Benefit:

The existing Chaparral facilities, constructed 1945-1960, are located at the end of a confined narrow canyon, in the 20-year flood plain, and are in full view of the prime Wilderness and recreation areas of the Pinnacles. Existing facilities are obsolete, inadequate for intended purposes and rapidly deteriorating. All buildings have infestations of rodents and insects due to age, marginal construction and deteriorated condition. Maintenance services are in a shed adjacent to the generator. These buildings are seismically un-reinforced. A critical life-safety hazard exists in the event of a major earthquake, wildfire or flood event.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

30 % Critical Health or Safety Deferred Maintenance	30 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
0 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
40 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 660

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$'s	%	Appropriated to Date:	\$	0
Capital Improvement Work:	\$ 2,766,000	60	Requested in FY 2005 Budget:	\$	4,610,000
Total Project Estimate:	\$ 1,844,000	40	Planned Funding:	\$	0
Class of Estimate:	B	100	Future Funding to		
Estimate Good Until:	09/30/05		Complete Project:	\$	0
			Project Total:	\$	4,610,000
Dates:			Unchanged Since		
Construction Start/Award	Sch'd (qtr/yy)		Project Data Sheet	Departmental	
Project Complete:	1 / 2005		Prepared/Last Updated:	Approval:	
	4 / 2005			YES: NO: x	

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	730
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Restore Lifeboat Station Marine Railway			
Project No: 006552		Unit/Facility Name: Point Reyes National Seashore	
Region: Pacific West	Congressional District: 06	State: CA	

Project Justification

Project Description: The purpose of this project is to totally replace the historic Lifeboat Station Marine Railway. The new railway will be constructed from bent 7 to 27 with plastic materials for the substructure (cap beams, diagonals, and piles). In an effort to minimize waste and to conserve construction material, the walkways, handrails and decking will be constructed with new lumber and re-used lumber from the demolished railway. Doweled footers will be constructed to provide added stability to the deck portion of the railway. Rather than rehabilitating or replacing the three-rail system, the new railway will consist of one operable track and a two faux system. The water, sewer and electrical utilities will be replaced. A one handrail system will be constructed, with no public access extending beyond the deck. Proper signs and barriers will be included. All construction will incorporate code upgrades, such as seismic, OSHA and Uniform Building Codes. To avoid a catastrophic failure of the new railway resulting from a seismic event, an isolation joint will be constructed between the railway and the boathouse to minimize the influence of one structure impacting the other. Improvements will also be included to allow the park staff to safely moor their boat and other marine support craft in the protected Drakes Bay.

Project Need/Benefit: The Lifeboat Station Marine Railway structure was constructed in 1927, and used by the U.S. Coast Guard for emergency sea rescues until 1968 when it was deactivated, and the property transferred to the National Park Service in April 1969. This structure is the last remaining example of a lifeboat station with a marine railway on the Pacific Coast. The Point Reyes Lifeboat Station was designated a National Historic Landmark on December 20, 1989. The historic resources of Point Reyes National Seashore have been designated part of the Central California Coast Biosphere Reserve. The Lifeboat Railway Structure consists of the lifeboat launch deck, 3-rail system, piers, walkway and deck. After 50 years of exposure to the harsh marine environment, the wooden structure and steel rails of the railway have deteriorated to the extent that it is no longer structurally sound and is in danger of collapse. Its collapse could affect the structure of the main boathouse. The collapse of this historic structure would be an irreplaceable loss to the historic resources of Point Reyes National Seashore as well as to the maritime history of central California. The General Management Plan: Point Reyes (1980) calls for adaptive restoration of the Lifeboat Station and the interpretation of the facility with tours and programs.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

10 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
90 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 730

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$	1,885,000	Appropriated to Date:	\$	0
Capital Improvement Work:	\$	0	Requested in FY 2005 Budget:	\$	1,885,000
Total Project Estimate:	\$	1,885,000	Planned Funding:	\$	0
Class of Estimate:	B		Future Funding to		
Estimate Good Until:	09/30/05		Complete Project:	\$	0
			Project Total:	\$	1,885,000
Dates:	Sch'd (qtr/yy)		Unchanged Since		
Construction Start/Award	1 / 2005		Departmental		
Project Complete:	1 / 2006		Approval:		
			YES: NO: x		

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	700
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Coastal Watershed Restoration And Enhancement			
Project No: 006556		Unit/Facility Name: Point Reyes National Seashore	
Region: Pacific West	Congressional District: 06	State: CA	

Project Justification

Project Description: The purpose of this project is to remove or replace nine facilities in various states of repair that impair natural hydrologic process within the Drakes Estero watershed. The project involves treatment at three geomorphic restoration sites and six culvert crossing sites. Work at the geomorphic restoration sites would include removal of roads, culverts, a dam and fill; restoration of tidal marsh; and construction of a long-span bridge to replace visitor beach access. Work at the six culvert crossing sites would include replacement of failed culverts with natural-bottom arched culverts or cement-box culverts and in-channel grade changes to improve fish passage, reduce stream velocities, and protect floodplain processes at the crossings. General work would include slope and grade restoration on abandoned roads and fill areas, re-routing of trails, and re-vegetation of disturbed areas.

Project Need/Benefit: This project intends to remove facilities from wilderness and estuarine areas, and replace existing road crossings with structures that allow for natural hydrologic process and fish passage for anadromous salmonids (two federally listed threatened species, Coho salmon and steelhead trout) and other aquatic species. The project will restore five coastal watersheds within the park's wilderness area. The objective is to remove and restore physical impediments and correct abandoned roads associated with past land-use practices which are known to pose major ecological threats. These facilities were the centerpiece of coastal development activities that threatened the area in the late 1950s and led directly to the Congressional establishment of the Seashore on September 13, 1962 "to save and preserve, for the purpose of public recreation, benefit, and inspiration, a portion of the diminishing seashore of the United States that remains undeveloped (PL 87-657)." The project includes a number of specific physical treatments within five coastal watersheds, all draining into the Drakes Estero system. This area is recognized as a part of the most intact and ecologically significant estuarine areas in the state of California (State of California, 1983). The restoration will provide for the return of the natural hydrologic regime in the Drakes Estero system and ultimately allow for the reintroduction and enhancement of endangered aquatic populations. The project area lies within the Central California Ecologically Sensitive Unit (ESU) for the federally listed Coho salmon and steelhead trout and contains habitat critical to these species' survival.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
100 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 700

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$	2,077,000	100	Appropriated to Date:	\$ 0
Capital Improvement Work:	\$	0	0	Requested in FY 2005 Budget:	\$ 2,077,000
Total Project Estimate:	\$	2,077,000	100	Planned Funding:	\$ 0
Class of Estimate:	B		09/30/05	Future Funding to	
Estimate Good Until:				Complete Project:	\$ 0
				Project Total:	\$ 2,077,000
Dates:	Sch'd (qtr/yy)				Unchanged Since
Construction Start/Award	1 / 2005		Project Data Sheet		Departmental
Project Complete:	3 / 2006		Prepared/Last Updated: 12/5/03		Approval:
					YES: NO: x

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	750
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Remove/Replace Administrative Buildings from Archeological Site		
Project No: 005478	Unit/Facility Name: Puuhonua O Honaunau National Historical Park	
Region: Pacific West	Congressional District: 02	State: HI

Project Justification

Project Description: This project will remove the existing park headquarters building and restore the historic cultural landscape. The existing building is located on top of important Hawaiian archeological features and visually intrudes upon essential park resources. The headquarters building will be replaced at a site that is accessible, does not intrude upon the historic scene, and will not adversely affect park resources. The project will construct a new 2,400-square-foot administration building of wood-frame construction supported on concrete piers. The architecture will be simple Hawaiian-plantation style, similar to the existing visitor center and comfort station, and will be raised above the ground to minimize disturbance and to improve air circulation for energy conservation. The floor plan will be very open, allowing maximum flexibility for its use. Exterior materials will be selected for compatibility with existing adjacent structures. This facility will house administrative offices, conference room, library, mail and files room, restrooms, storage, and utilities.

Project Need/Benefit: The present temporary headquarters was erected 45 years ago prior to establishment of the park. It is located directly on top of and next to the Hawaiian cultural resources for which the park was established. The building visually intrudes upon the archeological, historical, and scenic core of the park. Affected resources include prehistoric house sites, rock walls, burials, artifacts, cairns, petroglyphs, a native strand ecosystem, and spectacular shoreline scenery. Without this project, the cultural landscape will further deteriorate and will continue to be impacted by daily operational activity that lowers the quality of the visitor experience. The project will restore the area to a setting indicative of the historic Hawaiian scene.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
50 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
0 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
50 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: **Total Project Score:** 750

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$'s	%	Appropriated to Date:	\$	0
Capital Improvement Work:	\$ 1,112,000	100	Requested in FY 2005 Budget:	\$ 1,112,000	
Total Project Estimate:	\$ 1,112,000	100	Planned Funding:	\$	0
Class of Estimate:	B		Future Funding to		
Estimate Good Until:	09/30/05		Complete Project:	\$	0
			Project Total:	\$	1,112,000
Dates:	Sch'd (qtr/yy)		Unchanged Since		
Construction Start/Award	3 / 2005		Departmental		
Project Complete:	1 / 2006		Approval:		
			YES: NO: x		

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	780
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Preserve And Protect Meridian Hill Park			
Project No: 077556		Unit/Facility Name: Rock Creek Park	
Region: National Capital	Congressional District: 00	State: DC	

Project Justification

Project Description: This project will rehabilitate the historic Lodgehouse to the 1922 exterior appearance provide accessible restrooms and water fountains for the visiting public and provides office space for the NPS interpretative staff and USPP security staff to improve visitor services and enhance public safety. The project will also repair the irrigation/stormwater system in the NE corner of the park that will facilitate the restoration of historical plantings; repair and upgrade the upper mall stormwater drainage system; repair and rehabilitate the recessed lighting system for the lower terrace fountain walks; complete various concrete repairs (pier reconstruction, bench repair, spall repair, base replacement, resurfacing, and stair replacement); install a handicap ramp at 15th Street; install accessible water drinking fountains (none presently exist in the park); and install wall anchors for the 16th Street wall..

Project Need/Benefit: Meridian Hill Park located in downtown Washington, DC is accessible to the public during and after daylight hours. The restoration of the historic Lodgehouse will provide a location for a Park Police sub-station, which is essential for public safety after daylight. This building will also contain restrooms built to ADA standards. Currently no restroom facilities exist on the upper level and people are urinating and defecating in the park creating a serious health and safety issue. Visitor safety will be greatly improved by installing new and improved lighting. Most of the existing electrical system is no longer serviceable and after hours visitation is unsafe in areas where lights are no longer operable in the park. To bring the park into ADA compliance a handicap accessible ramp will be built and new water fountains will be installed. The 1930's underground drainage system has failed and needs to be replaced to eliminate hydraulic pressure on the retaining walls and control erosion. One wall on 16th street has been displaced and exposed aggregate walls are cracking causing loss of historic fabric and unsafe conditions for visitors. Meridian Hill Park is the first area to be designated a National Historic Landmark in the landscape design category. Present plantings in some areas are sparse and are not original in design and type. Reestablishing the historic planting design should be a significant aspect of this project due to its historic designation.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

40 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	10 % Compliance & Other Deferred Maintenance
50 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 780

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$ 3,007,000	100	Appropriated to Date:	\$	0
Capital Improvement Work:	\$ 0	0	Requested in FY 2005 Budget:	\$	3,007,000
Total Project Estimate:	\$ 3,007,000	100	Planned Funding:	\$	0
Class of Estimate:	B		Future Funding to		
Estimate Good Until:	09/30/05		Complete Project:	\$	0
			Project Total:	\$	3,007,000
Dates:	Sch'd (qtr/yy)				Unchanged Since
Construction Start/Award	1 / 2005		Project Data Sheet		Departmental
Project Complete:	4 / 2005		Prepared/Last Updated: 12/5/03		Approval:
					YES: NO: x

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	750
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Repair Sala Burton Maritime Museum Building		
Project No: 005585	Unit/Facility Name: San Francisco Maritime National Historical Park	
Region: Pacific West	Congressional District: 08	State: CA

Project Justification

Project Description: The Sala Burton Building serves as the maritime museum building, conveying through exhibits the seafaring history of the Pacific Coast. This National Historic Landmark structure, a striking example of "art moderne" architecture, was constructed in 1939 by WPA workers. The walls of the magnificent great hall on the first floor have unique murals above the marble terrazzo flooring. The building became a maritime museum in 1950. The waterproof membrane beneath the tile roofs has failed, resulting in numerous water leaks. Over the years the window frames have rusted, breaking the window sealant and glass and allowing rain to enter the concrete structure. A glass block wall has also deteriorated. Engineering studies recommend replacing the waterproof membrane on the roofs. In addition, window frames and the glass block wall must be replaced with properly designed ones of similar appearance. This package will fully correct these building deficiencies, and will also ensure the safety of the window mountings to withstand seismic disturbances. The museum building's Facility Condition Index will improve from 0.15 to 0.02 when repairs and restoration are completed.

Project Need/Benefit: Attempts at low-cost solutions have not been effective. Building roofs have been coated with waterproof materials that periodically fail, requiring patching or replacing each year. The annual cost of roof repairs has been from \$25,000 to \$60,000. The Region commissioned a study in 1992, Conditions Investigations and Waterproofing Assessment Report, which found that the building "... is currently threatened by water leaks, seeping in through deteriorated steel window frames and tiled roofs, and threatening the underlying concrete structure." In many areas concrete spalling has occurred causing failure in the concrete walls and ceiling beams. Water intrusion has already damaged some murals. Stopping the water leaks would assure long-term preservation of an otherwise sound building and would reduce maintenance costs by approximately \$95,000 a year.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
50 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
0 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
50 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 750

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$'s	%	Appropriated to Date:	\$	0
Capital Improvement Work:	\$	0 0	Requested in FY 2005 Budget:	\$	4,183,000
Total Project Estimate:	\$	4,183,000 100	Planned Funding:	\$	0
Class of Estimate:	B		Future Funding to		
Estimate Good Until:	09/30/05		Complete Project:	\$	0
			Project Total:	\$	4,183,000
Dates:	Sch'd (qtr/yy)		Unchanged Since		
Construction Start/Award	1 / 2005		Departmental		
Project Complete:	2 / 2005		Approval:		
			YES: NO: x		

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	710
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Rehabilitate Resources for Accessibility and Safety		
Project No: 060099	Unit/Facility Name: Saugus Iron Works National Historic Site	
Region: Northeast	Congressional District: 06	State: MA

Project Justification

Project Description: The purpose of this project at Saugus Iron Works is threefold:

- To upgrade visitor contact facilities by rehabilitating and restoring portions of the historic (c. 1680) Iron Works House currently used for offices and storage for use as an accessible visitor interpretive and orientation space, including installation of new exhibits. The existing contact station -- which now blocks visitor views of the Iron Works industrial core -- will be removed.
- To provide safe universal access to the structures and landscape, while preserving the cultural landscape and protecting archeological resources, by modifying the pathway between the Iron Works House and the industrial area (a 20-foot difference in grade) and installing a ramp and a mechanical stair lift. Safe access will be provided within the industrial area by re-grading, modifying the pathways system, and installing two additional mechanical stair lifts.
- To ensure protection of park museum collections by consolidating the majority of collections in proper environments located with the curatorial staff. Non-historic houses owned by the park will be remodeled into museum collections storage, curatorial workspace, and office space.

Project Need/Benefit: The 17th-century Iron Works House is currently not accessible to persons with disabilities; NPS offices and storage space currently occupy the sections of the house that could provide accessibility. These areas of the house also exhibit significant deterioration of historic fabric. Moving visitor orientation from the contact station (to be removed) into these sections will increase access to this primary resource for both persons with disabilities and the general public (only 8% can currently visit the house). The 20-foot drop between the area of the House and the area of the Iron Works industrial complex currently precludes handicap access to the Iron Works and creates safety hazards for all visitors. Grade changes within the Iron Works complex itself are also needed for accessibility; these changes can be sensitively done, without damaging the integrity of the cultural landscape. Museum collection storage is scattered and vulnerable, and many items are deteriorating rapidly from lack of climate controls; converting a modern park-owned residence can provide space and controls. Office space for staff is severely limited. Offices and museum storage removed from the Iron Works House to make it accessible to the public can be moved into converted park residences. Cost of conversion of the park residences is approximately 10% of the cost of a new collections storage facility.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

40 % Critical Health or Safety Deferred Maintenance	10 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	20 % Compliance & Other Deferred Maintenance
30 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 710

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$	1,283,000	Appropriated to Date:	\$	0
Capital Improvement Work:	\$	0	Requested in FY 2005 Budget:	\$	1,283,000
Total Project Estimate:	\$	1,283,000	Planned Funding:	\$	0
Class of Estimate:	B		Future Funding to		
Estimate Good Until:	09/30/05		Complete Project:	\$	0
			Project Total:	\$	1,283,000
Dates:	Sch'd (qtr/yy)			Unchanged Since	
Construction Start/Award	2 / 2005		Project Data Sheet	Departmental	
Project Complete:	1 / 2006		Prepared/Last Updated: 12/5/03	Approval:	
				YES: NO: x	

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	850
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Storm Damage Reconstruction		
Project No: Various	Unit/Facility Name: Washington Office	
Region: Various	Congressional District: Various	State: Various

Project Justification

Project Description: Many units of the National Park System sustained significant damage to facilities and resources as a result of Hurricane Isabel, Typhoon Pongsona, and other storms during FY 2003. This request, \$14.0 million, would replenish Construction Appropriation funding that will be used during FY 2004 for the repair projects listed below. Public Law 108-108 allows the use of any funds for emergency reconstruction, replacement or repair of buildings, utilities or other facilities or equipment damaged or destroyed by storm or other unavoidable causes. The National Park Service proposes to utilize funds from its Construction appropriation to finance these repairs during FY 2004.

Park	Project Title	Amount
C&O Canal NHP, Maryland	Remove Trees/Resurface Towpath(Hurricane Isabel)	\$1,345,000
Cape Lookout NS, North Carolina	Historic Landscape Grounds Cleanup(Hurricane Isabel)	\$1,255,000
Cape Lookout NS, North Carolina	Harkers Island Landscape Beach Restoration(Hurricane Isabel)	\$1,250,000
Colonial NHP, Virginia	Preservation and Treatment of the Jamestown Collection(Hurricane Isabel)	\$2,060,000
Colonial NHP, Virginia	Colonial Parkway and East Tour Road Clearing(Hurricane Isabel)	\$1,680,000
Colonial NHP, Virginia	Jamestown Visitor Center Repair(Hurricane Isabel)	\$510,000
Colonial NHP, Virginia	Yorktown Bluffs - Emergency Repairs To Shoreline Protection Structures And Severely Eroded Historic Areas(Hurricane Isabel)	\$500,000
Grand Teton NP, Wyoming	Complete Purchase of Vehicles Destroyed in the March, 2003 Flood, and Rehabilitation of Damaged Area	\$500,000
Great Smoky Mountains NP, Tennessee	Replace Hazel Creek Road and Bridge(Hurricane Isabel)	\$850,000
National Capital Parks-Central, District of Columbia	Rehab Basement at D-1 Substation(Hurricane Isabel)	\$520,000
Petersburg NB, Virginia	City Point Waterfront Erosion(Hurricane Isabel)	\$1,290,000
Richmond NBP, Virginia	Historic Fortifications Repair(Hurricane Isabel)	\$810,000
War in the Pacific NHP, Guam	Repair Damaged Headquarters and Visitor Center(Typhoon Pongsona)	\$800,000
War in the Pacific NHP, Guam	Repair Damage to Asan Beach Unit(Typhoon Pongsona)	\$630,000

5Project Need/Benefit: The President's goal of eliminating the backlog of unfunded facility and resource needs will be furthered hampered and delayed if the program is not compensated for the \$14.0 million needed to reverse unforeseen and catastrophic storm damage to park units.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

50 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
50 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 850

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
	\$'s	%			
Deferred Maintenance Work:	\$ 7,000,000	50	Appropriated to Date:	\$	0
Capital Improvement Work:	\$ 7,000,000	50	Requested in FY 2005 Budget:	\$	14,000,000
Total Project Estimate:	\$14,000,000	100	Planned Funding:	\$	0
Class of Estimate: A			Future Funding to		
Estimate Good Until: 09/30/05			Complete Project:		
			\$ 0		
			Project Total:		
			\$ 14,000,000		
<u>Dates:</u> <u>Sch'd (qtr/yy)</u>			<u>Unchanged Since</u>		
Construction Start/Award 2 / 2004			Departmental		
Project Complete: 2 / 2005			Approval:		
			YES: NO: x		
			Project Data Sheet		
			Prepared/Last Updated: 1/15/2004		

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	680
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Replace Park Maintenance, Curatorial and HQ Facilities		
Project No: 021523	Unit/Facility Name: Weir Farm National Historic Site	
Region: Northeast	Congressional District: 05	State: CT

Project Justification

Project Description: This project will construct a new maintenance and curatorial facility on recently acquired land a short distance from the historic core of the park and in close proximity to the proposed visitor center and art gallery (to be built sometime in the future, likely on the Goldsmith property). The proposed maintenance facility will be approximately 5,900 square feet and will include approximately 5,400 square feet of light industrial space for maintenance purposes, and approximately 500 square feet of office space for maintenance staff. Approximately 1,925 square feet of exterior storage space for site materials is also required. A 4,350-square-foot curatorial facility will be located on the same parcel of land. It will consist of 2,400 square feet of curatorial storage, office space for five curatorial workers, a researcher workstation, a meeting / conference room, and administrative support space. There will be a researcher station and volunteers will work within the facility. An existing residential building, the Westervelt House, will be renovated for park administrative functions at approximately 1,700 square feet, as well as for the Weir Farm Trust at approximately 375 square feet. The project will include the construction of a 1,600-lineal-foot access road to the facility and parking for 25 vehicles. The facility will be served by a well and on-site septic system. Electric power and communications systems will be run underground along the access road.

Project Need/Benefit: Weir Farm is a relatively new National Park System unit (est. 1990) with no existing NPS-owned on-site facilities for maintenance or curatorial functions. The park is currently leasing temporary maintenance and curatorial space. The proposed permanent on-site facilities would increase operational efficiency, improve stewardship of vital cultural resources, improve employee safety, and reduce operational costs of daily travel and lease expenses. The park administrative division is currently operating out of the second floor of the Burlingham House, one of the park's primary historic structures. Relocation of the administrative function to the new facility will result in improved operational efficiencies and help to preserve a primary historic resource. The Weir Farm general management plan identified a 15-acre parcel of land located within one-quarter mile of the park, to serve as a support area for the park. The GMP intends that this area include a new visitor center and museum/art gallery, and the proposed curatorial, maintenance and administrative facilities. In FY 2000, in keeping with the GMP, Congress appropriated \$2,000,000 for the purpose of purchasing the land for this support area.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
10 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
50 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
40 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 680

Project Costs and Status

Project Cost Estimate:			Project Funding History:	
Deferred Maintenance Work :	\$'s	%	Appropriated to Date:	\$ 0
Capital Improvement Work:	\$ 1,768,000	50	Requested in FY 2005 Budget:	\$ 3,536,000
Total Project Estimate:	\$ 3,536,000	100	Planned Funding:	\$ 0
Class of Estimate:	B		Future Funding to	
Estimate Good Until:	09/30/05		Complete Project:	\$ 0
			Project Total:	\$ 3,536,000
Dates:	Sch'd (qtr/yy)		Project Data Sheet	Unchanged Since
Construction Start/Award	1 / 2005		Prepared/Last Updated: 12/5/03	Departmental
Project Complete:	4 / 2007			Approval:
				YES: NO: x

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	260
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Construct Northwest Alaska Heritage Center and Administrative Headquarters		
Project No: 016352	Unit/Facility Name: Western Arctic National Parklands	
Region: Alaska	Congressional District: 01	State: AK

Project Justification

Project Description: This project will construct a visitor / Native Alaskan heritage center / administration building in Kotzebue, Alaska, that will serve the Western Arctic National Parklands (Bering Land Bridge National Preserve, Kobuk Valley National Park, Cape Krusenstern National Monument, and Noatak National Preserve) and the NANA Regional Corporation (NANA). The facility will include an information lobby / sales area; auditorium; museum; library; science center and labs; curatorial / archival storage and workspace; office space; and rest rooms. The building will in part replace an obsolete, unsafe visitor center. This facility will be built on land to be acquired from NANA and may reuse portions of an existing foundation. This project will also construct a maintenance shop / warehouse (up to 7,000 square feet) and a boat / vehicle storage building (up to 6,000 square feet) on land already owned by the government. If the budget requires, these facilities may be rehabilitated space or smaller new buildings. The project includes utility connections and site improvements. The scope of work continues to evolve due to ongoing negotiations with NANA and the NPS will provide facilities to meet the described functions within the estimated cost, but the final breakdown of programmed spaces may vary. Funding is being requested in two phases in order to purchase and ship large materials to the site via barge in late summer 2004 for construction in FY 2005. Materials are shipped to this remote area on the Bering Sea via daily cargo jets or by a few summer barges. Arctic construction requires foundation pile placement in permafrost during the winter. If large materials (steel piles, platform and framing materials, etc.) do not arrive on a summer barge, then construction would be delayed for ten months with attendant cost escalation.

Project Need/Benefit: Access to the four Western Arctic park units is limited to the transportation centers of Kotzebue and Nome. The new facilities will facilitate efficient and effective information dispersal and interpretive services since nearly all visitors must travel through these communities and few will have the means to experience the parks firsthand. This project will provide more opportunities for more visitors and will improve community and stakeholder relations. Park staff and functions that are currently scattered among several inadequate facilities will be consolidated. Interest in travel to the parks and visits to NPS facilities in Kotzebue have risen significantly in recent years. Villages and native groups have shown active interest in developing eco-tourism in the area. Increased public contacts by the interpretive division highlight the need for expanded space and an auditorium. Offices are now housed in a leased building and have suffered numerous break-ins. Maintenance activities are located in an old Dairy Queen building partially retrofitted to meet basic maintenance needs but without safe, adequate work areas. Science facilities will provide support for resource management activities on 9 million acres of land.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
10 % Critical Health or Safety Capital Improvement	15 % Compliance & Other Deferred Maintenance
0 % Critical Resource Protection Deferred Maintenance	65 % Other Capital Improvement
10 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: x NO: **Total Project Score:** 260

Project Costs and Status

Project Cost Estimate:			Project Funding History:	
Deferred Maintenance Work:	\$ 2,309,850	15	Appropriated to Date:	\$ 691,000
Capital Improvement Work:	\$13,089,150	85	Requested in FY 2005 Budget:	\$ 14,708,000
Total Project Estimate:	\$15,399,000	100	Planned Funding:	\$ 0
Class of Estimate:	B		Future Funding to Complete Project:	\$ 0
Estimate Good Until:	09/30/05		Project Total:	\$ 15,399,000
Dates:	Sch'd (qtr/yy)		Project Data Sheet Prepared/Last Updated:	1/9/04
Construction Start/Award	2 / 2005		Unchanged Since Departmental Approval:	YES: NO: x
Project Complete:	6 / 2006			

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	890
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Structural and Utility Rehabilitation for the Executive Residence and President's Park, Phase IV		
Project No: 077518	Unit/Facility Name: White House	
Region: National Capital	Congressional District: 00	State: District of Columbia

Project Justification

Project Description: Construction funds are requested to continue the multi-year effort to address the repair and maintenance backlog at the White House and President's Park. Funding is being used for projects such as the replacement of unsafe sidewalk pavers in East Executive Park; milling and re-paving West Executive Avenue and the South Grounds roadway; waterproofing and repair of the Visitor Entrance Building roof and the Maintenance Building grounds; conservation of deteriorated sandstone columns at the West Colonnade; repair of sewage problems at the Ellipse Visitor Pavilion; repair/replacement of streetlights, park benches, and water fountains; rehabilitating the unsafe grounds electrical systems; replacement of the grounds irrigation system; rehabilitation of the Underground Shop's fire suppression system; replacement of sidewalks; rehabilitation of historic fountains in President's Park; and installation of an irrigation system for the Ellipse. The funds requested in FY 2005 will be used to update informational signs at the Ellipse Visitor Pavilion to comply with ADA requirements; repair and renovate the White House tour line sound system and informational kiosks; rehabilitate the East Garden landscape; reconstruct the roadway and sidewalks at West Executive Avenue including associated utility work and landscaping; rehabilitate the historic Lafayette Park lodge house and decorative fountains. Future backlog projects already identified as being needed include: the rehabilitation of the White House grounds utility systems which include the sewer lines, fire hydrants, communications conduits and security infrastructure; the replacement of deteriorated sidewalks; the restoration of the historic perimeter fence; and the construction of permanent handicapped accessible restrooms for the many events that take place on the White House grounds.

Project Need/Benefit: The White House and President's Park were founded over 200 years ago. As the home and office of the President of the United States, the site is host to more than 1.5 million visitors each year and thousands more who use the surrounding President's Park and its facilities for recreation, relaxation, and First Amendment activities. Electrical systems for the White House grounds that have been in place more than 40 years, and have had many additions and modifications over the years are in need of substantial rehabilitation. Some equipment rated for indoor use is installed in underground vaults that have leaks and when flooded can create seriously hazardous conditions for employees who must maintain these utilities. The vaults are not in compliance with National Electrical Codes and electrical voltage is not adequate to support required electrical service needed in some areas. Since 1985 approximately 165,000 SF of damaged sidewalk paving have been replaced during construction of other projects. This project will complete the final phase of all major sidewalk replacement needed within President's Park. Irrigation systems for the White House grounds installed during the Kennedy and Nixon administrations will be replaced with modern energy and water efficient systems. Presently, no automated timing devices are installed, and operation is dependent upon maintenance personnel. A long-term construction program will allow better advance planning, better scheduling to accommodate on-going site activities and better coordination to take advantage of construction activities by other agencies at the site.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

75 % Critical Health or Safety Deferred	5 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	5 % Compliance & Other Deferred Maintenance
15 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES:	NO: x	Total Project Score: 890
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Project Costs and Status

Project Cost Estimate:			\$'s	%	Project Funding History:		
Deferred Maintenance Work :			\$ 44,754,000	100	Appropriated to Date:		
Capital Improvement Work:			\$ 0	0	Requested in FY 2005 Budget:		
Total Project Estimate:			\$ 44,754,000	100	Future Funding to		
Class of Estimate:			C		Complete Project:		
Estimate Good Until:			9/30/05		Project Total:		
Dates:			Sch'd (qtr/yy)		Unchanged Since		
Construction Start/Award			1/2005		Departmental		
Project Complete:			4/2006		Approval:		
					YES: NO: x		

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	250
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Replace Main Gate Facility at Filene Center		
Project No: 077438	Unit/Facility Name: Wolf Trap National Park	
Region: National Capital	Congressional District: 10	State: VA

Project Justification

Project Description: This project will replace the functionally obsolete Main Gate structure and three temporary trailers at the Filene Center in order to protect the health and safety of park visitors, volunteers, and employees and to provide enhanced visitor services and security. The Main Gate provides box office/ticketing, theater concessions, and primary restroom facilities for visitors. The temporary trailers serve as office/operational space for usher, U.S. Park Police, ticket services, and interpretive staff. Replacement structures will contain improved visitor use facilities with updated and well-ventilated restrooms; enhanced concession operations; improved facilities for law enforcement; enhanced security and communication features; and adequate office areas with accessible restrooms for employees and volunteers. Future funding requirements will be determined after the Service and the Foundation agree on their respective responsibilities for funding this project.

Project Need/Benefit: Wolf Trap National Park for the Performing Arts is the only national park dedicated solely to performing arts. The Filene Center is a premiere amphitheater with annual attendance of 500,000 patrons at 90-100 summer performances. Members of Congress, other high-ranking government officials, and foreign dignitaries frequently attend. Wolf Trap Foundation officials have supported this project by providing funding to begin conceptual design. The facilities to be replaced are inadequate to meet the needs of park visitors, volunteers, and Foundation and NPS employees, and do not meet current standards. The Main Gate structure is a vital operational facility that accommodates ticket sales, visitor restrooms, and concession activities. It is now too small and functionally obsolete; in poor condition; does not fully support electrical, communication, information technology and security equipment requirements; and does not meet ADA standards.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

5 % Critical Health or Safety Deferred	35 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
0 % Critical Resource Protection Deferred Maintenance	60 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: x NO: **Total Project Score:** 250

Project Costs and Status

Project Cost Estimate:	\$'s	%	Project Funding History:	
Deferred Maintenance Work:	\$ 1,648,000	40	Appropriated to Date:	\$ 0
Capital Improvement Work:	\$ 2,472,000	60	Requested in FY 2005 Budget:	\$ 4,120,000
Total Component Estimate:	\$ 4,120,000	100	Planned Funding:	\$ 0
Class of Estimate:	C		Future Funding to	
Estimate Good Until:	09/30/07		Complete Project:	\$ Unknown
			Project Total:	\$ Unknown
Dates:	Sch'd (qtr/yy)		Project Data Sheet	Unchanged Since
Construction Start/Award	1/2004		Prepared/Last Updated:	Departmental Approval: YES:
Project Complete:	3/2007		10/03/03	NO: x

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	350
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Construct Museum to Preserve and Interpret AHTNA Culture		
Project No: 063314	Unit/Facility Name: Wrangell-Saint Elias National Park & Preserve	
Region: Alaska	Congressional District: 01	State: AK

Project Justification

Project Description: This project would construct a one-story 2700-square-foot AHTNA Heritage Museum and Cultural Center to exhibit, curate, store, and interpret AHTNA Region Native Alaskan objects of cultural patrimony. The design will be compatible with the architectural style of the recently constructed Wrangell-St. Elias National Park and Preserve visitor center complex buildings. The facility will include the following components: lobby and information desk, sales area, exhibit area, curatorial storage, workroom, library and office space, and museum-quality HVAC, intrusion, and fire suppression systems.

Project Need/Benefit: Wrangell-St. Elias National Park and Preserve, located in interior Alaska, lies in the heart of the AHTNA region. This Athabaskan group is the primary, though not the only, Alaska Native people affiliated with the park. A need exists to present the AHTNA to the world. Visitors come to the region by the thousands and have little contact and gain little knowledge of Native culture and history. Within the AHTNA region there is no focal point for the transmission of AHTNA cultural values to either visitors or their own people. As time passes, so do the AHTNA elders, and with them pass the values and traditions that have sustained the AHTNA for thousands of years. The AHTNA people need a place to collect, preserve, restore, and exhibit their culture; to teach AHTNA cultural values to their succeeding generations; and to present their story, customs, and traditions to the public. This facility will fulfill these pressing needs. This facility will complement the park's visitor center by providing a space for the AHTNA people to care for and interpret their culture for visitors, and for themselves. The facility will be operated under a cooperative agreement with the AHTNA Heritage Foundation, and will display cultural artifacts; present AHTNA cultural information and history; provide a setting for cultural heritage activities, gatherings, and classes; and provide space for the sale of AHTNA craft and art items. It will also provide space for the professional curatorial management of AHTNA-owned cultural artifacts. The museum will educate the public on who the AHTNA are and how they view their world. Without this facility, objects of AHTNA cultural patrimony will continue to leave the area or remain in non-local collections under non-AHTNA control and oversight. The park will lose a significant opportunity to partner with the region's major Native group and associated organizations. Park visitors will lose a major opportunity to learn about the region's original inhabitants in any depth, and will remain uninitiated regarding the art, culture, and traditions of the AHTNA.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
0 % Critical Resource Protection Deferred Maintenance	50 % Other Capital Improvement
50 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x	Total Project Score: 350
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Project Costs and Status

Project Cost Estimate:			\$'s	%	Project Funding History:					
Deferred Maintenance Work :			\$	0	0	Appropriated to Date:			\$	0
Capital Improvement Work:			\$	1,135,000	100	Requested in FY 2005 Budget:			\$	1,135,000
Total Project Estimate:			\$	1,135,000	100	Planned Funding:			\$	0
Class of Estimate:			B			Future Funding to				
Estimate Good Until:			09/30/05			Complete Project:			\$	0
						Project Total:			\$	1,135,000
Dates:			Sch'd (qtr/yy)			Project Data Sheet			Unchanged Since	
Construction Start/Award			3 / 2005			Prepared/Last Updated:			12/5/03	
Project Complete:			4 / 2006						Approval:	
									YES: NO: x	

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	1000
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Restoration Of Old House At Old Faithful Inn - Phase II		
Project No: 009124	Unit/Facility Name: Yellowstone National Park	
Region: Intermountain	Congressional District: 99	State: WY

Project Justification

Project Description: The Old House of the Old Faithful Inn is in need of major rehabilitation. This project will be a combined rehabilitation, replacement and upgrade of the entire structure and utility infrastructure of the Old House and will also include restoration of historic fabric. Structural problems with the bulging east wall of the Old House and settlement in the basement and warehouse area will be repaired and the structure and foundation will be strengthened in various areas to comply with current zone-four seismic requirements. The fire alarm and sprinkler systems will be rehabilitated and modified to meet current codes and to blend more attractively with the architecture. The roof deluge system will be repiped and include fall protection. The existing single-line steam heating system is at the end of its useful life and will be replaced with a hydronic hot water system. Mechanical and electrical systems will be renovated reusing original lighting radiators and fixtures. The kitchen ventilation systems will be replaced. Bathrooms will be rehabilitated to modern standards with fixtures compatible with the architectural character of the building, including replacement of all 1960's yellow sinks in guest rooms. Windows will be refurbished using restoration glass and lead paint will be abated. All rough-sawn woodwork will be remove and retained, fire-rated corridors and room envelopes will be installed, and the original historic fabric will be reinstalled. Logs and woodwork will be oiled. All wood flooring will be restored and area carpets, hallway and lobby runners will be replaced. Draperies will be replaced and windows on the west side of the 1930's dining room will be redesigned to restore the original character. Old House roof support, sheathing, shingles and valleys will be repaired and/or replaced as necessary. The wing dormers will be reattached and upgraded and deteriorated ridge logs, out riggers and rafter tails will be repaired. Upon completion of this restoration work, the Old Faithful Inn Facility Condition Index will improve from 0.27 to 0.14.

Project Need/Benefit: The Old Faithful Inn, a National Historic Landmark, is a distinctive example of rustic style architecture. The Inn includes a total of 327 guest rooms with total guest occupancy of 1,044. The Old House section of the Inn was constructed in 1903 and includes 87 of the Inn's guest rooms. The Old House has retained most of its original architecture and historical integrity but has deteriorated due to deferred maintenance and the age of its building systems. Substantial rehabilitation and preservation maintenance has occurred at the Old Faithful Inn since 1980, but very little work has been accomplished in the Old House. Electrical, mechanical, fire sprinkler and fire alarm systems in the Old House are at the end of their useful life and do not meet current fire/life safety requirements. This project will protect the resource, reduce life/safety risks, and rehabilitate or replace deteriorated historic fabric. This work will ensure preservation of this significant cultural resource and reduce the life/safety risks to the overnight guests housed in the Inn.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

100 % Critical Health or Safety Deferred	0 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
0 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: x NO:	Total Project Score: 1000
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Project Costs and Status

Project Cost Estimate:			\$'s	%	Project Funding History:		
Deferred Maintenance Work:			\$ 23,751,000	90	Appropriated to Date: \$ 5,899,000		
Capital Improvement Work:			\$ 2,639,000	10	Requested in FY 2005 Budget: \$ 9,801,000		
Total Project Estimate:			\$ 26,390,000	100	Future Funding to		
Class of Estimate:			B		Complete Project: \$ 10,690,000		
Estimate Good Until:			09/30/05		Project Total: \$ 26,390,000		
Dates:			Sch'd (qtr/yy)		Unchanged Since		
Construction Start/Award			10/2005				
Project Complete:			6/2006				
					Departmental		
					Approval:		
					YES: NO: x		

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	910
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Reconstruct the West Entrance Station (Completion)		
Project No: 077307	Unit/Facility Name: Yellowstone National Park	
Region: Intermountain	Congressional District: 1	State: Wyoming

Project Justification

Project Description: The West Entrance at West Yellowstone, Montana, is the most heavily used entrance station in Yellowstone National Park. Approximately 1,200,000 of the in-park visitors (40%) enter the park through this gate in almost 500,000 vehicles annually. During the winter season, this increases to almost 50% of park visitors. Over 10,000 people enter the West Entrance on a peak summer day, while almost 1,500 visitors enter on 1,200+ over-snow vehicles on a peak winter day. This project will reconstruct the West Entrance Station including the vehicle kiosks, a visitor contact facility, office space, and restroom facilities for visitors and employees. Kiosk design will allow the use of "smart cards" to expedite time at the gate and reduce traffic congestion. The project will be constructed in two phases: Phase I will construct the vehicle kiosks and related office space, employee restrooms and utilities at a location approximately one-half mile inside the park. Phase 2 will construct a visitor contact facility and related office space, visitor restrooms and utilities near the park boundary with West Yellowstone. Phase 2 was being delayed to allow for collaboration with the West Yellowstone community to provide a joint visitor contact facility near the park boundary and with the U.S. Green Building Council to showcase Yellowstone's commitment to being a Center of Environmental Innovation. Existing parking on private land adjacent to the park will be used for the contact station. The building will be design to provide sustainable features such as energy-efficient windows and heating and cooling systems and to use environmentally friendly components for the building such as materials with a high-recycled content.

Project Need/Benefit: On a peak summer day visitation to Yellowstone National Park equals approximately 30,000 visitors. The existing West Entrance station was constructed in 1969 with a small office, three kiosks, and a 2,700-square-foot roof over the entire facility. The design of the entrance station allows exhaust fumes to build up inside of the roof and air quality in the entrance station at times approaches the level of a smog alert. Up to 10 to 12 vehicles a day hit the entrance station roof during the summer. Employee office space consists of 2 desks for 20 people. Traffic flow into the kiosks is very congested and regularly backs up onto the streets of West Yellowstone, blocking the express/employee lane on a busy day. Given the congestion, there is little time to do anything more than give out required information and a map. A temporary trailer was brought in 1999 to take care of fishing and backcountry permits, but visitor information is limited to rudimentary safety and orientation messages. Consequently, visitors are often confused and uninformed after they leave the gate. Construction of modern entrance kiosks further inside the park will resolve air quality, vehicle contact, and work space problems and relieve traffic congestion. Construction of a visitor contact station near the park boundary will allow visitors to buy entrance passes, make reservations, and obtain information and educational materials.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

60 % Critical Health or Safety Deferred	0 % Critical Mission Deferred Maintenance
20 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
10 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
10 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 910

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$'s	%	Appropriated to Date:	\$	1,865,000
Capital Improvement Work:	\$ 1,006,000	30	Requested in FY 2005 Budget:	\$	1,487,000
Total Project Estimate:	\$ 3,352,000	100	Future Funding to		
Class of Estimate:	B		Complete Project:	\$	0
Estimate Good Until:	09/30/05		Project Total:	\$	3,352,000
Dates:	Sch'd (qtr/yy)		Unchanged Since		
Construction Start/Award	9/2005		Departmental		
Project Complete:	6/2006		Approval:		
			YES: NO: x		

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	865
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Replace Existing Court Facilities with a New Courthouse		
Project No: PMIS-77249A	Unit/Facility Name: Yellowstone National Park	
Region: Intermountain	Congressional District: 1	State: WY

Project Justification

Project Description: This project will construct a new courthouse at Mammoth Hot Springs that will replace existing, deficient facilities. The courthouse will include facilities and functions requested by the U.S. Court of Appeals Tenth Circuit (US Courts), including a courtroom, judge's chambers, staff offices and restroom, and by the U.S. Marshall Service (USMS), including a vehicle sally port, secure corridors, prisoner processing areas, detention cells, attorney conferencing facilities, court security screening, electronic and physical security systems, and office space. The building will also house National Park Service (NPS) law enforcement offices and include public restrooms and secure document storage.

Project Need/Benefit: The new courthouse will allow each partnering agency -- the US Courts, the USMS, and the NPS -- to safely and effectively perform its role in the justice system at Yellowstone. A federal Magistrate Judge has presided over cases in the park since 1894, when the Lacey Act provided for judicial functions necessary to protect the park and appropriated funds to construct a stone building that would serve as the judge's residence as well as courtroom, office, and jail. The Magistrate performed his duties in the residence up until the early 1980's when an growing caseload and a growing family made the situation at the residence untenable. The court moved to another building along with the NPS Mammoth/North District ranger station. Since then, the caseload in the park has increased to more than 8,500 offenses annually (a 189% increase in ten years). The result is about 250 court cases to be heard per year, many involving multiple appearances and more than the current facility can accommodate.

The facility is also inadequate in other ways. There are no attorney-client conference rooms, so these conferences take place on the lawn or in a private vehicle in the parking lot -- an awkward situation with the client still in custody of law enforcement officials. There is no witness interview room. There is only enough room in the courtroom proper for the judge's bench, two tables and some chairs, with the defendant's table not much more than an arm's length from the bench. There is no secure means to move suspects or prisoners inside the building, or for the judge to move within the building. There are no security screening stations, no space for Court Security Officers, and no physical protective measures for the judge. All of these conditions violate US Courts and USMS facilities standards. The existing building also lacks public space, parking, and restrooms and is not compliant with the Americans with Disabilities Act. Consequently, the responsible District Judge threatened to move the court outside the park if courthouse conditions were not upgraded to a reasonable standard. A move of the court to Cody, Wyoming would greatly impact park rangers since travel time from Mammoth is three hours, one way. As a result of early planning for a new facility, the USMS announced its intent to assume responsibility for providing prisoner handling and judicial security at the park, thereby relieving NPS rangers of a significant workload. US Courts have committed \$480,000 and USMS will provide \$2,200,000 for construction of this interagency project. This request would cover the National Park Service share of the facility.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

75 % Critical Health or Safety Deferred	0 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	15 % Compliance & Other Deferred Maintenance
10 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO:	Total Project Score: 865
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Project Costs and Status

Project Cost Estimate:			Project Funding History:
	\$'s	%	
Deferred Maintenance Work :	\$ 2,655,000	100	Appropriated to Date: \$ 0
Capital Improvement Work:	\$ 0	0	Requested in FY 2005 Budget: \$ 2,655,000
Total Component Estimate:	\$ 2,655,000	100	Planned Funding: \$ 0
Class of Estimate:	B		Future Funding to
Estimate Good Until:	09/30/05		Complete Project: \$ 0
			Project Total: \$ 2,655,000
Dates:	Sch'd (qtr/yy)		Unchanged Since
Construction Start/Award	2/2005		Departmental
Project Complete:	2/2007		Approval:
		Project Data Sheet	YES: NO: x
		Prepared/Last Updated: 12/05/03	

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	865
Planned Funding FY:	2005
Funding Source:	Line Item Construction

Project Identification

Project Title: Replace Madison Wastewater Facilities			
Project No: 019892		Unit/Facility Name: Yellowstone National Park	
Region: Intermountain	Congressional District: 00	State: WY	

Project Justification

Project Description: This project would replace the existing seasonal-use, trickling-filter wastewater treatment facility at the Madison Area with a year-round lagoon system that can effectively treat various flow rates at widely divergent ambient temperatures. The capacity is presently estimated to be 150,000 gallons per day. This project would also replace and/or rehabilitate the percolation disposal system to handle all seasons and flows and would provide for storage and/or standby power to prevent overflows during power outages or equipment failure in order to prevent sewage spills into the Madison River.

Project Need/Benefit: The existing treatment system was constructed around 1959. The system's original treatment methods and equipment have not worked well with variable seasonal uses and the climate. Modifications were made in 1966, 1974 and 1984 to try to improve the operation of the plant and to meet increasing uses. The equipment is worn out and a major failure is anticipated. The treatment is marginal during the summer season, and the plant is not capable of running from October to May, despite nearly 87,000 people stopping at the Madison warming hut and restroom during the winter season. Raw sewage is stored during this period until the liquids can be manually pumped to the percolation ponds. The solids remain untreated in the holding pond. The system has no backup power or overflow tanks to handle the sewage flow during equipment failure or power outages. Both situations occur and the partially treated sewage runs to a meadow that drains by the campground to the Madison River. Minor failures have resulted in the closure of the campground and picnic area comfort stations. The anticipated major failure would result in the closure of the 300-site concessionaire-operated campground, the picnic area, the museum, and the housing and administrative area that serves these facilities. The winter warming hut and comfort station would also be shut down. Permanent employees would have to be moved to other areas of the park. Major failure would also contaminate the environment and degrade the water quality in the Madison River.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

75 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	15 % Compliance & Other Deferred Maintenance
10 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 865

Project Costs and Status

Project Cost Estimate:			Project Funding History:		
Deferred Maintenance Work :	\$ 3,956,000	100	Appropriated to Date:	\$	0
Capital Improvement Work:	\$ 0	0	Requested in FY 2005 Budget:	\$	3,956,000
Total Project Estimate:	\$ 3,956,000	100	Planned Funding:	\$	0
Class of Estimate:	B		Future Funding to		
Estimate Good Until:	9/30/05		Complete Project:	\$	0
			Project Total:	\$	3,956,000
Dates:	Sch'd (qtr/yy)		Project Data Sheet		Unchanged Since
Construction Start/Award	4 / 2005		Prepared/Last Updated: 12/5/03		Departmental
Project Complete:	4 / 2008				Approval:
					YES: NO: x

**National Park Service
PROJECT DATA SHEET**

Project Score/Ranking:	460
Planned Funding FY:	2004
Funding Source:	Line Item Construction

Project Identification

Project Title: Replace Administrative Winter Snowcoaches and Improve Support Infrastructure		
Project No: 090713	Unit/Facility Name: Yellowstone National Park	
Region: Intermountain	Congressional District: 00	State: WY

Project Justification

Project Description: Funding requested for FY2005 will complete this project and will be used to improve snowcoach maintenance facilities in the John D. Rockefeller, Jr., Memorial Parkway (administered by Grand Teton National Park) and alternative fuel infrastructure in Grand Teton and Yellowstone National Parks. FY2004 funding will provide for the purchase of six new generation snowcoaches to replace NPS-owned, administrative snowcoaches in Yellowstone and Grand Teton National Parks. The vehicles will use alternative fuels, be ADA-compliant, and hold about 15 passengers each. They will operate on tracks in the winter and on wheels in the summer.

Project Need/Benefit: The preferred alternative for the draft Yellowstone and Grand Teton National Parks winter use plans calls for a six-element implementation program to insure that park resources and values are not impaired as a result of continued snowmobile use in the parks. All six elements must be implemented for the draft preferred alternative to be successful. One element of the program is to develop a new-generation snowcoach for use in the parks. Yellowstone and Grand Teton have been working with a consortium of groups and manufacturers to develop a new mid-sized tour vehicle for national parks across the country. This "New Red Bus" is a 15-32 passenger, alternatively fueled, fully accessible vehicle, whose genesis is the historic buses of Glacier and Yellowstone National Parks. One model of this vehicle is being designed to operate on tracks in the winter and wheels in the summer, and would be a "new generation snowcoach." The first production year of the vehicle would be 2004. This proposal is to introduce the new generation snowcoach primarily for administrative use in the parks to allow them to be tested by employees in their everyday work, including transportation of people around the interior of the parks, as well as shuttling crews and materials to winter work sites. The coaches would be loaned on a short-term basis to concessioners, guides and outfitters who offer snowcoach service in the parks to allow them to test the machines and gain initial visitor reactions. Since these will be first-year production vehicles and can be modified in future years, evaluation of them is an important part of their use in the parks. The coaches would be fueled with Compressed Natural Gas (CNG). The fueling infrastructure portion of the proposal would place a liquefied natural gas facility (with an associated compressor for CNG) at both Flagg Ranch and Old Faithful to allow the vehicles to be refueled in the parks as well as in gateway communities. A maintenance facility is needed to address a lack of such facilities to serve snowcoaches coming from the Jackson area.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 % Critical Health or Safety Deferred Maintenance	40 % Critical Mission Deferred Maintenance
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance
40 % Critical Resource Protection Deferred Maintenance	20 % Other Capital Improvement
0 % Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Analysis Required: YES: NO: x **Total Project Score:** 460

Project Costs and Status

Project Cost Estimate:			Project Funding History:	
Deferred Maintenance Work :	\$	%	Appropriated to Date:	\$ 1,869,000
Capital Improvement Work:	\$		Requested in FY2005 Budget:	\$ 1,000,000
Total Project Estimate:	\$		Required to Complete Project:	\$ 0
Class of Estimate:	B		Project Total:	\$ 2,869,000
Estimate Good Until:	09/30/05			
Dates:	Sch'd		Project Data Sheet	Unchanged Since
(qtr/yy)			Prepared/Last Updated: 3/11/2004	Departmental
Construction Start/Award	2 / 2004			Approval:
Project Complete:	4 / 2005			YES: NO: x

